

U.S. Department of Transportation Federal Aviation Administration	MAJOR REPAIR AND ALTERATION	Form Approved OMB No.2120-0020
	(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. 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 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.

1-12-2000 *Thomas L. Brown* *AGC 130015*
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	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>1/2/2000</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>04/22/2000</i>		Certificate or Designation No. 387547793	Signature of Authorized Individual <i>Thomas L. Brown</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.)

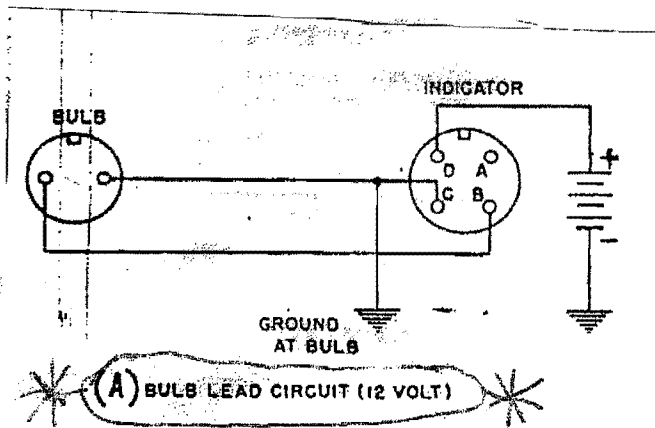
N3976B

Installed carburetor temperature gauge, manufactured by A.I.D. part number 350-205, ser. number 2495. Gauge installed in rear cockpit instrument panel, B-5 probe installed in carburetor intake manifold. Probe installed IAW with Pratt and Whitney R-985 engine overhaul manual number 123440. Purpose of gauge is to warn pilot of conditions conducive to carb icing, and promote safety of operation. Instrument is powered by 12v D.C., and protected by a 5 amp circuit breaker, part number W31X2M1G5. All work done in accordance with AC43.13-1A/3 chapter 16, sections 1, 2, and 3 para. 894. Indicator schematic illustrated below.

Instructions for Continued Airworthiness

Each person doing the annual or 100 hour inspection (as applicable) shall inspect gauge and probe lead for security and condition.

*****End*****



Additional Sheets Are Attached