

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-8050-1 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.					
1. AIRCRAFT	MAKE CRJOWAN		MODEL 0-73		
	SERIAL NO. J-14		NATIONALITY AND REGISTRATION MARK N2934		
2. OWNER	NAME (As shown on registration certificate) PRECISION VALVE CORP.		ADDRESS (As shown on registration certificate) PO Box 309 TUCKERS, NEW YORK 10702		
	3. FOR FAA USE ONLY The information furnished herein complies with the applicable administrative requirements and is provided only for the data furnished herein, which is to be used by a person authorized to inspect the aircraft.				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
BAKSA JET CORP. 700 SW 34th St Pt Lauderdale, Fla 33315		U.S. CERTIFIED MECHANIC		CRS 705-126	
		FOREIGN CERTIFIED MECHANIC			
		CERTIFICATED REPAIR STATION			
		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 June 17, 1976		SIGNATURE OF AUTHORIZED INDIVIDUAL VICTOR KALOSKI			
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 RT STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR June 17, 1976		CERTIFICATE OR CRS 705-126		SIGNATURE OF AUTHORIZED INDIVIDUAL VICTOR KALOSKI	

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.

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed a King KX 40 Weather Radar in Crummen Hallard as per instructions from Dean H. Franklin Aviation Enterprises, Inc. Dag. D91100 and approved on FAA Form 337 by Jamie D. Serra of GADO SO-5 on 2/24/76, except some deviation had to be made from the drawing because when the antenna scanned it hit the fiberglass nose cone. Instead of securing the antenna to the bulkhead at Sta. 23 as per Dag. D9 1100, a mounting pad, 15" high by 6" wide, was manufactured from .75" x .75" x .125" thick extruded aluminum and set it back 3.5" back of bulkhead at Sta. 23.

All attachments of supports and the securing to the bulkhead is with AN 3 bolts and their related AN 365 nuts AN 960 washers. The antenna is secured to the manufactured mounting pad at Sta. 22.

The King K7 46 Receiver/Transmitter was installed on the right side of the previously installed radio rack at Sta. 39 with A5-75 rivnuts and 8-32 screws.

The KI 240 Indicator was installed on the pilots side of the instrument panel at Sta. 103.5.

Installation accomplished, except for minor changes with Dean H. Franklin Enterprise, Inc. "Weather Radar Installation" in Crummen Hallard O-73, Dag. 1100 and with King Installation Manual No. 006-0087-01 and with AC 43.13-1A, Chapter 11, Section 2 and AC 43.13-2, Chapter 1 and Chapter 2.

Aircraft to be reweighed after completion of inspection.

☐ ADDITIONAL SHEETS ARE ATTACHED