US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020 2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft

Nationality and Registration Mark	Serial No.	
N8666V	D7832	
Make	**Model**	**Series**
Beech	S35	

2. Owner

Name *(As shown on registration certificate)*	Address *(As shown on registration certificate)*
Friedman, Michael	Address 24941 Castleton Dr. City Chantilly State VA Zip 20152 Country USA

3. For FAA Use Only

4. Type / **5. Unit Identification**

Repair	Alteration	Unit	Make	Model	Serial No.
☐	☑	AIRFRAME		*(As described in Item 1 above)*	
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address

Name Classic Aviation Services, Inc.
Address 63 Aviation Circle
City Weyers Cave State VA
Zip 24486 Country USA

B. Kind of Agency

☑	U. S. Certificated Mechanic	☐	Manufacturer
☐	Foreign Certificated Mechanic	C. Certificate No.	
☐	Certificated Repair Station		
☐	Certificated Maintenance Organization	# 3122017	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B ☐

Signature/Date of Authorized Individual

Benjamin Chupp 2/01/2010

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☑ Approved ☐ Rejected

BY								
	☐	FAA Flt. Standards Inspector	☐	Manufacturer	☐	Maintenance Organization	☐	Persons Approved by Canadian Department of Transport
	☐	FAA Designee	☐	Repair Station	☑	Inspection Authorization		Other *(Specify)*

Certificate or Designation No.
2772438

Signature/Date of Authorized Individual

Steven K. Bradley 02/01/2010

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.)

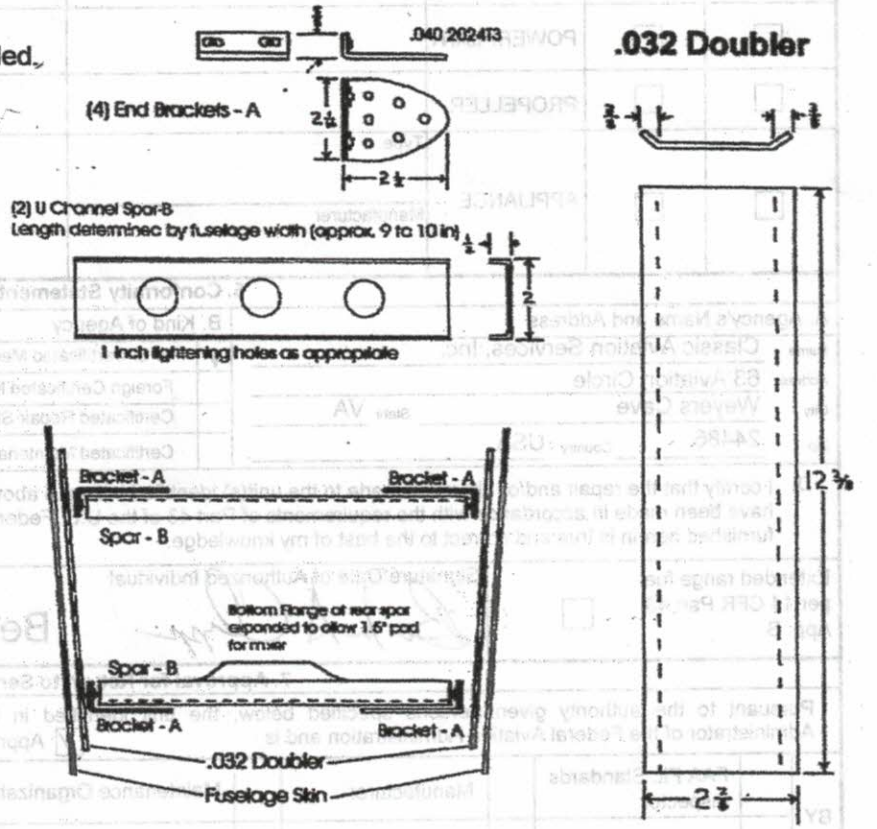
N8666V	2/01/2010
Nationality and Registration Mark	Date

S/N D7832

Removed Nav Antenna top fuselage.

Comant Model CI 120 GS VHF Navigation antenna blades installed on either side of the aft fuselage at station 265. The leading edges of the blades are four and one-sixteenth of an inch above the lowest point of the fuselage in that area and the trailing edge is four inches above the bottom of the belly skin at that point. There is a doubler of .032 2024 T3 aluminum placed on the inside of the fuselage skin. For corrosion protection, Hysol EA 9309NA epoxy paste adhesive was applied between the doubler and the fuselage skin in accordance with the manufacturer's instructions. The doubler is riveted to the skin at four points with AN 470 AD 3-3 rivets. Suitable brackets and braces connect the two antennas and provide mounting structure for the antennas. Dimensions for the doublers, brackets and braces are given below. All four brackets and both braces are made of .040 2024 T3 aluminum. Brackets connect to braces using AN 470 AD 3-4 rivets. Antennas are mounted to brackets using manufacturer supplied 8/32 screws into NAS 697-08 plate nuts which are riveted to the brackets. Sketches below depict orientation and contain dimensions of the brackets, braces and doublers plates. A pad for the attachment of the Power Combiner P/N CI 120-3 is provided for on the bottom of the rear brace. All work has been conducted in accordance with manufacturers instructions and/or AC 43.13-1B, Chapter 4, Section 4, AC 43.13-2A, Chapter 3, paragraph 39.

Weight, balance and aircraft records amended.



END

☐ Additional Sheets Are Attached