



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 of 1958).

1. Aircraft	Make Beechcraft	Model S35
	Serial No. D-7924	Nationality and Registration Mark N8939U
2. Owner	Name (As shown on registration certificate) Siegfried, Robert W. II	Address (As shown on registration certificate) 711 Millbrook Drive Downers Grove, IL 60516

3. For FAA Use Only

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.
Robert W. Siegfried Bob's Aircraft Service 628 West 86th Street Downers Grove, IL 60516	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P 2501029
	<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 August 17, 2003	Signature of Authorized Individual Robert W. Siegfried
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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 August 17, 2003		Certificate or Designation No. A&P/IA 2501029		Signature of Authorized Individual Robert W. Siegfried	

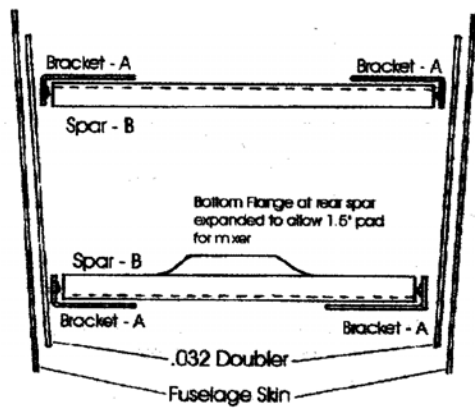
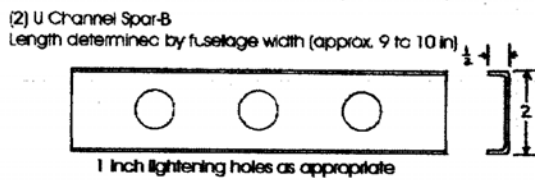
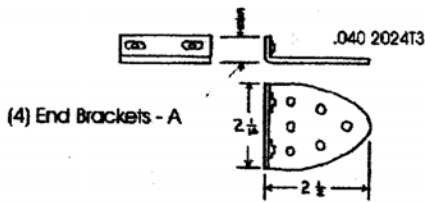
NOTICE

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.

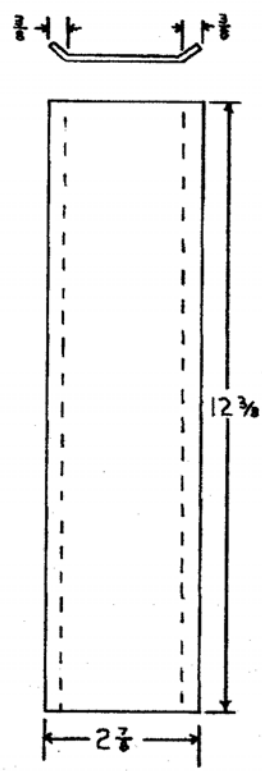
8. Description of Work Accomplished

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

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 doubler 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 equipment list adjusted as required. Prior to IFR flight, proper VOR, LOC and Glide Slope reception is to be verified in accordance with instructions contained in King KX 170/175 Series Installation Manual 006-0085-01 and so noted in aircraft records.



.032 Doubler



***** NOTHING FOLLOWS *****

Additional Sheets Are Attached