

1180-1567 37 JAN 26 '67

PK

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION

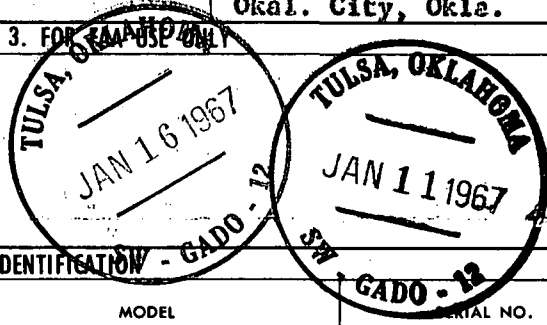
TUL GADO

SW-GADO-12

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 for instructions and disposition of this form.

| | | |
|-------------|---|---|
| 1. AIRCRAFT | MAKE BEECHCRAFT | MODEL B-95 |
| | SERIAL NO. TD -353 | NATIONALITY AND REGISTRATION MARK N9693R |
| 2. OWNER | NAME (As shown on registration certificate) Commercial Credit Equipment Corp. | ADDRESS (As shown on registration certificate) 2915 Classen Blvd. Okla. City, Okla. |

3. FOR REPAIR 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 | | | | |

Verified by Operator

6. CONFORMITY STATEMENT

| | | |
|---|---|---|
| A. AGENCY'S NAME AND ADDRESS SAMS FLYING SERVICE P.O. Box 1468 Muskogee, Oklahoma | B. KIND OF AGENCY | C. CERTIFICATE NO. Radio 2117 |
| | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | |
| | <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input checked="" type="checkbox"/> 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 1/10/67 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Alvin L. Russell</i> Alvin L. Russell 1548797 |
|------------------------|--|

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 Agency and is APPROVED REJECTED

| | | | | |
|----|------------------------------|--|--|-----------------|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|---|---|---|
| DATE OF APPROVAL OR REJECTION 1/10/67 | CERTIFICATE OR DESIGNATION NO. 2117 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles W. Galloway</i> Charles Galloway Chief Inspector |
|---|---|---|

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.)

The following radio work accomplished in accordance with AC 43.13-1 and 43113-2 and the manufacturers (Narco and King) instructions, wiring and brackets.

All applicable regulations were complied with.
This installation does not affect other systems.

1. Installed King KN-60 DME panel unit in bottom right side of instrument panel in opening originally occupied by glove box.
2. Installed King KA 32 DME antenna on bottom right side of fuselage. Total weight of panel unit, antenna and cordage 9.0 lbs at plus 64.1 inch arm. Moment 577.0
3. Installed Narco UAT-1 UHF Transponder main unit in nose radio rack compartment. This unit mounted using factory provided shock mount.
4. Installed Narco UAT -1 Transponder Controller in right center of instrument panel using provided 3 1/8" panel hole.
5. Installed Narco UDA-3 Antenna on bottom center of nose cone. Total weight of main unit, controller, antenna, and cordage 9.72 lbs. at plus 42.8 inch arm. Moment 416.05.
6. The King KN-60 DME system used 2.4 amps and is protected by a 5 amp. circuit breaker. The Narco UAT-1 Transponder uses 1.75 amps and is protected by a 5 amp circuit breaker. Maximum continuous electric load does not exceed 80% generator capacity.
7. Installed standby artificial Horizon in top left side of instrument panel using existing 3 1/8" hold. Weight 4.0 lbs at plus 66.0 inch arm. Moment 264.0

| ITEM | WEIGHT | ARM | MOMENT |
|--|----------------|--------------|------------------|
| Aircraft (taken from 337 dated 11/23/66) | 2808.7 | 77.69 | 218203.8 |
| Installed King KN-60 DME | 9.0 | 64.1 | 577.0 |
| Installed Narco UAT-1 Transponder | 9.72 | 42.8 | 416.05 |
| Installed Standby Artificial Horizon | 4.0 | 66.0 | 264.0 |
| | <u>2831.42</u> | <u>77.47</u> | <u>219460.85</u> |

New Empty Weight 2831.42 lbs.
 New Empty Weight C.G. 77.47 inches aft.
 New Total Moments 219460.85
 New Useful Load 1268.58 lbs.

ADDITIONAL SHEETS ARE ATTACHED



U.S. Naval Observatory**Astronomical Applications Department****Sun and Moon Data for One Day**

The following information is provided for McAlester, Pittsburg County, Oklahoma (longitude W95.8, latitude N34.9):

Tuesday
10 January 1967 Central Standard Time

SUN

| | |
|----------------------|------------|
| Begin civil twilight | 7:04 a.m. |
| Sunrise | 7:32 a.m. |
| Sun transit | 12:31 p.m. |
| Sunset | 5:30 p.m. |
| End civil twilight | 5:58 p.m. |

MOON

| | |
|--------------|----------------------------|
| Moonset | 4:24 p.m. on preceding day |
| Moonrise | 7:47 a.m. |
| Moon transit | 12:35 p.m. |
| Moonset | 5:24 p.m. |
| Moonrise | 8:34 a.m. on following day |

New Moon on 10 January 1967 at 12:06 p.m. Central Standard Time.

Census Bureau [map](#) of McAlester area

[Back to form](#)

AIRCRAFT ACCIDENT NOTICE

FROM:

TO:

| | | | | |
|----------|--|------|-------|------------|
| A | Aircraft Registration No. N- | MAKE | MODEL | SERIAL NO. |
| | The above reported aircraft has been totally destroyed. Date of Accident: | | | Name: |

CANCELLATION OF AIRCRAFT REGISTRATION NUMBER

| | | | |
|----------|-------------------------------------|--|---|
| B | REGISTRATION NO. N- <i>9693R</i> | NAME <i>Commercial Credit Equip. Corp</i> | Lien Information on File: <input type="checkbox"/> None <input checked="" type="checkbox"/> Outstanding Recorded Conveyance No. <i>4028471</i> |
| | EXPORT CERT. NO. E- | | |

The above Registration Number is to be canceled for the reason checked below:

- | | |
|--|---|
| <input type="checkbox"/> Accident | <input type="checkbox"/> Convention |
| <input type="checkbox"/> Exported to: | <input type="checkbox"/> Non-Convention |
| <input type="checkbox"/> Permanently retired from service | |
| <input type="checkbox"/> Dismantled or salvaged | |
| <input type="checkbox"/> At the request of: <input type="checkbox"/> Registrant <input type="checkbox"/> Owner | |
| <input checked="" type="checkbox"/> Revocation | |
| <input checked="" type="checkbox"/> AC Form 8050-73 Action | |
| <input type="checkbox"/> Other (Specify) | |

INDEX CHECKED THROUGH:

| | | |
|--|-------|---------------------------|
| Official approving the cancellation: Name: <i>William Allen</i> | TIME: | DATE: <i>Jan. 4, 1971</i> |
|--|-------|---------------------------|

CONFIRM TO: WIRE MAIL

COPY TO: WIRE MAIL

CHARGE TO:

FOREIGN MARKINGS:

| | | |
|----------|---|-------------------|
| C | The above registration number has been canceled and records adjusted accordingly. | DATE: |
| | Records Clerk: | <i>4 JAN 1971</i> |

AIRCRAFT REGISTRATION ELIGIBILITY, IDENTIFICATION AND ACTIVITY REPORT

Please read the instructions on the reverse before completing this form. The Federal Aviation Regulations (FAR) provisions on this report are identified and highlighted at the beginning of each part of the form.

PART 1—REGISTRATION INFORMATION

FAR 47.44 requires each owner of a U.S. registered aircraft to complete and submit this part of the form by July 1 in order to verify current eligibility for registration.

| | | |
|--|---|---|
| <p>A. SIGNATURE (Check one box as applicable)</p> <p>For registration eligibility purposes, I (we) certify I am a (we are) U.S. citizen(s) (if not a governmental unit), I (we) own the aircraft identified hereon and it is not registered under the laws of any foreign country.</p> <p>I (we) request that registration of the aircraft identified hereon in my (our) name(s) be cancelled/deregistered.</p> <p>Please check reason: Aircraft Sold (see reverse) <input type="checkbox"/> Destroyed <input checked="" type="checkbox"/> Other <input type="checkbox"/></p> | | <p>3 SIGNATURE <i>C. J. Harris</i></p> <p>4 DATE 9-1-70</p> <p>5 TITLE (if Partnership, Corporation or Governmental Unit) COMMERCIAL CREDIT EQUIP CORP</p> |
| <p>B. OWNER</p> <p>DISREGARD FORM IF PREVIOUSLY SUBMITTED</p> <p>6 COMMERCIAL CREDIT EQUIP CORP 7 2915 CLASSEN BLVD 8 OKLA CITY OK 73106</p> <p><i>If address is incorrect, please correct in Block E below.</i></p> | <p>C. REGISTRATION NUMBER Correct here</p> <p>9 N-9693R 10</p> <p>D. AIRCRAFT SERIAL NUMBER</p> <p>12 TD-353 14</p> <p>13 Correct here</p> | |
| <p>E. OWNER CHANGE OF PERMANENT ADDRESS</p> <p>15 STREET ADDRESS</p> <p>16 CITY 17 STATE 18 ZIP</p> | <p>F. AIRCRAFT MANUFACTURER</p> <p>19 BEECH 20 Correct here</p> | |
| <p>G. OTHER OWNERS (AS LISTED ON CERTIFICATE OF AIRCRAFT REGISTRATION)</p> <p>21 22 23 24</p> | <p>AIRCRAFT MODEL/SERIES</p> <p>25 B95 27 1153404</p> <p>26 Correct here 28</p> | |

PART 2—ACTIVITY & RELATED INFORMATION

FAR 91.53 requests each owner to submit the information indicated below. For aircraft operating under FAR 121 or 127 please fill in Block I only.

| | | | | |
|--|--|---|--|--|
| <p>H. BASE AIRPORT OF AIRCRAFT</p> <p>29 LOCATION NOT CURRENT <i>(Correct below if changed)</i></p> <p>30 AIRPORT NAME</p> <p>31 CITY 32 ZIP</p> <p>33 COUNTY 34 STATE 35</p> | <p>I. ENGINE MFGR.</p> <p>36 LYCOMING 37 Correct here</p> <p>ENGINE MODEL</p> <p>38 O&VO-360 SER 40 41514</p> <p>39 Correct here 41</p> | | | |
| <p>J. COMMUNICATIONS EQUIPMENT CAPABILITY (Check all boxes that reflect this aircraft's current capability)</p> <table style="width:100%;"> <tr> <td style="width:33%;"> <p>COMMUNICATIONS EQUIPMENT</p> <p>VHF Receiver Capability</p> <p>Tuner 42 <input type="checkbox"/></p> <p>180 channels or less 43 <input type="checkbox"/></p> <p>181 channels or more 44 <input type="checkbox"/></p> <p>VHF Transmitter Capability</p> <p>20 channels or less 45 <input type="checkbox"/></p> <p>21 thru 180 channels 46 <input type="checkbox"/></p> <p>181 or more channels 47 <input type="checkbox"/></p> </td> <td style="width:33%;"> <p>ILS RECEPTION CAPABILITY</p> <p>Localizer 48 <input type="checkbox"/></p> <p>Glide slope 49 <input type="checkbox"/></p> <p>Marker beacon 50 <input type="checkbox"/></p> <p>TRANSPOUNDER EQUIPMENT</p> <p>64 code 51 <input type="checkbox"/></p> <p>4096 code 52 <input type="checkbox"/></p> <p>Altitude reporting 53 <input type="checkbox"/></p> </td> <td style="width:33%;"> <p>NAVIGATION EQUIPMENT</p> <p>VOR Receiver</p> <p>One 54 <input type="checkbox"/></p> <p>More than one 55 <input type="checkbox"/></p> <p>Distance Measuring Equipment (DME) 56 <input type="checkbox"/></p> <p>Automatic Direction Finder (ADF) 57 <input type="checkbox"/></p> <p>Weather Radar 58 <input type="checkbox"/></p> <p>Approved Area Navigation Equipment (Advisory Circular 90-45) 59 <input type="checkbox"/></p> </td> </tr> </table> | | <p>COMMUNICATIONS EQUIPMENT</p> <p>VHF Receiver Capability</p> <p>Tuner 42 <input type="checkbox"/></p> <p>180 channels or less 43 <input type="checkbox"/></p> <p>181 channels or more 44 <input type="checkbox"/></p> <p>VHF Transmitter Capability</p> <p>20 channels or less 45 <input type="checkbox"/></p> <p>21 thru 180 channels 46 <input type="checkbox"/></p> <p>181 or more channels 47 <input type="checkbox"/></p> | <p>ILS RECEPTION CAPABILITY</p> <p>Localizer 48 <input type="checkbox"/></p> <p>Glide slope 49 <input type="checkbox"/></p> <p>Marker beacon 50 <input type="checkbox"/></p> <p>TRANSPOUNDER EQUIPMENT</p> <p>64 code 51 <input type="checkbox"/></p> <p>4096 code 52 <input type="checkbox"/></p> <p>Altitude reporting 53 <input type="checkbox"/></p> | <p>NAVIGATION EQUIPMENT</p> <p>VOR Receiver</p> <p>One 54 <input type="checkbox"/></p> <p>More than one 55 <input type="checkbox"/></p> <p>Distance Measuring Equipment (DME) 56 <input type="checkbox"/></p> <p>Automatic Direction Finder (ADF) 57 <input type="checkbox"/></p> <p>Weather Radar 58 <input type="checkbox"/></p> <p>Approved Area Navigation Equipment (Advisory Circular 90-45) 59 <input type="checkbox"/></p> |
| <p>COMMUNICATIONS EQUIPMENT</p> <p>VHF Receiver Capability</p> <p>Tuner 42 <input type="checkbox"/></p> <p>180 channels or less 43 <input type="checkbox"/></p> <p>181 channels or more 44 <input type="checkbox"/></p> <p>VHF Transmitter Capability</p> <p>20 channels or less 45 <input type="checkbox"/></p> <p>21 thru 180 channels 46 <input type="checkbox"/></p> <p>181 or more channels 47 <input type="checkbox"/></p> | <p>ILS RECEPTION CAPABILITY</p> <p>Localizer 48 <input type="checkbox"/></p> <p>Glide slope 49 <input type="checkbox"/></p> <p>Marker beacon 50 <input type="checkbox"/></p> <p>TRANSPOUNDER EQUIPMENT</p> <p>64 code 51 <input type="checkbox"/></p> <p>4096 code 52 <input type="checkbox"/></p> <p>Altitude reporting 53 <input type="checkbox"/></p> | <p>NAVIGATION EQUIPMENT</p> <p>VOR Receiver</p> <p>One 54 <input type="checkbox"/></p> <p>More than one 55 <input type="checkbox"/></p> <p>Distance Measuring Equipment (DME) 56 <input type="checkbox"/></p> <p>Automatic Direction Finder (ADF) 57 <input type="checkbox"/></p> <p>Weather Radar 58 <input type="checkbox"/></p> <p>Approved Area Navigation Equipment (Advisory Circular 90-45) 59 <input type="checkbox"/></p> | | |
| <p>K. LONG TERM (3+ MONTHS) LESSEE/OPERATOR IF NOT OWNER</p> <p>60 CURRENT LESSEE/OPERATOR'S NAME</p> <p>61 STREET ADDRESS</p> <p>62 CITY 63 STATE 64 ZIP</p> <p>76 6 77 78 79</p> <p>60 104600294</p> | <p>L. HOURS FLOWN BY THIS AIRCRAFT—JAN. 1-DEC. 31 LAST YEAR <i>(Report whole hours (not fractions) while you owned this aircraft.)</i></p> <p>EXECUTIVE (Corporate flying by professional pilots) 65</p> <p>BUSINESS (Individual flying for business reasons) 66</p> <p>PERSONAL (Individual flying for personal reasons) 67</p> <p>AERIAL APPLICATION (Agriculture, health, forestry) 68</p> <p>INSTRUCTION (Excludes proficiency) 69</p> <p>AIR TAXI (Part 135 operations including charter services) 70</p> <p>INDUSTRIAL/SPECIAL (Patrol, survey, photo, hoist, etc.) 71</p> <p>AIRCRAFT RENTAL BUSINESS 72</p> <p>OTHER (R&D, demonstrations, sport parachuting, etc.) 73</p> <p>IF YOU OWNED THIS AIRCRAFT LESS THAN 12 MONTHS LAST YEAR, SHOW PREVIOUS OWNER'S HOURS BETWEEN JANUARY 1 - DECEMBER 31 HERE 74</p> <p>IF AIRCRAFT NOT FLOWN LAST YEAR, CHECK HERE 75 <input type="checkbox"/></p> | | | |

AC FORM 8050-73 (1-70)

2E

This form is only intended to be a suggested form of release which meets the recording requirements of the Federal Aviation Act of 1958 and the Regulations of the Administrator issued thereunder. In addition to these requirements, the form of release used by the mortgagee or assignee should be drafted in accordance with the pertinent provisions of the local statutes. If this release form meets the local statutes, you may use this copy. Copies of this form may be reproduced, if desired.

DOC. RECORDED

RELEASE

The undersigned is the true and lawful holder of the note or other evidence of indebtedness secured by a mortgage on the following described aircraft:

FEB 2 12 21 PM '67

| | | |
|---------------------------------------|-----------------------------------|--------------------------|
| AIRCRAFT MAKE Beechcraft Model B95 | | FAA AIRCRAFT REGISTRY |
| AIRCRAFT SERIAL NUMBER TD-353 | FAA REGISTRATION NUMBER N9693R | |

The mortgage dated 8-12-66, was executed by Nathan A. Sams d/b/a Sams Flying Service, (Mortgagor), to Beech Acceptance Corporation, Inc., (Mortgagee), and assigned to _____.

This mortgage was recorded by the Federal Aviation Agency on 9-17-66, and was assigned document number B054844.

I hereby certify and acknowledge that the above-described aircraft was released from the terms of the mortgage on 1-11-67.

The signature of a person signing for a corporation other than the president, vice president, secretary, or treasurer, will not be accepted unless there is submitted a certified copy of the authority granted him by the Board of Directors of the corporation to act in that capacity.

BEECH ACCEPTANCE CORP., INC.
Name of Mortgagee or Assignee

Signature (In Ink) *H. P. Anderson*
Title H. P. Anderson - Asst. Secretary

ACKNOWLEDGMENT

State of Kansas on this 11 day of January 19 67
County of Sedgwick before me personally appeared the above-named Mortgagee or Assignee, to me known to be the person described in and who executed the foregoing release, and acknowledged that he executed the same as his free act and deed, and if said release be that of a corporation swore that he was duly authorized to execute the same. Given under my hand and official seal the day and year written above.

(SEAL)

Maurine L. Smith
Notary public (In Ink)

My commission expires April 10, 1969

L 1-11

RECEIVED
SEP 19 1966



BEECH AIRCRAFT

FEDERAL AVIATION AGENCY

AERONAUTICAL CENTER

P. O. Box 1082

Oklahoma City, Oklahoma 73101

B

SEP 17 1966

IN REPLY REFER TO: N-9693 B

Beech Acceptance Corp. Inc
P.O. Box 85
Wichita, Kansas 67201

MORTGAGOR: Nathan A Same DBA Same Flying Service

We have received the aircraft chattel mortgage which was submitted for recording by the Federal Aviation Agency.

This mortgage dated Aug 12, 1966 was recorded on Sept 17, 1966 as document number 8054844, against aircraft registration number(s) N-9693R.

TD-353

The above-mentioned document number should be included in the release to be executed when the mortgage is paid or satisfied. An appropriate form of release is printed on the reverse side of this letter.

The release should be signed in ink by the mortgagee or the assignee; if a corporation, signed by the president, vice president, secretary or treasurer, and acknowledged before a notary public, and submitted to this office for recording.

There is no fee for the recording of a release.

Sincerely yours,

Lester G. Robinson

Lester G. Robinson
Chief, Aircraft Registration Branch
Data Services Division

FEDERAL AVIATION AGENCY AIRCRAFT REGISTRATION BRANCH

COMMERCIAL CREDIT CCEC EQUIPMENT CORP.

AIRCRAFT LEASE

L 0 2 8 4 7 1

This Lease, between COMMERCIAL CREDIT EQUIPMENT CORP., Lessor, herein called CCEC, with an office at 2915 Classen Blvd. Oklahoma City Oklahoma

(Street) (City) (State) and EASTERN EQUIPMENT COMPANY (City) (State) Lessee, herein called Lessee,

P.O. Box 648 Muskogee Muskogee Oklahoma OKC RECORDED 01 (Street) (City) (County) (State) (Zip Code)

WITNESSETH:

1. CCEC hereby leases to Lessee, upon the terms and conditions herein contained, the following described aircraft, said aircraft with all equipment and accessories attached thereto or used in connection therewith, and any replacements or substitutions, being herein referred to as "Aircraft."

Table with aircraft specifications: YEAR MANUFACTURED (1960), NEW OR USED (USED), MANUFACTURER OF AIRCRAFT (BEECH AIRCRAFT CORPORATION), MODEL NO. (B-95 AIRCRAFT), SERIAL NO. (FAA REG 352), MANUFACTURER OF ENGINE(S) (LYCOMING), ENGINE SERIAL NUMBER(S) (L 2030-36 & L 2038-36), FAA NO. OF AIRCRAFT (N9693R). Includes description of equipment like Prop Anti-icing, Unfeathering accumulators, etc.

HOME AIRPORT (Name) HATBOX DOWNTOWN AIRPORT (Address) 600 So. 40th. Street, (City) MUSKOGEE, (County) MUSKOGEE, (State) OKLAHOMA

2. Lease Term

- 2.1 The term of this Lease shall be 72 months, commencing on the date of delivery of Aircraft to Lessee.
2.2 As used herein with reference to the rentals payable hereunder, the terms listed below shall be defined as follows:
2.2.1 "Capitalized Cost" shall mean the actual purchase price of Aircraft, including all costs, expenses, fees and taxes paid or incurred by Lessor in obtaining Aircraft.
2.2.2 "Net Sales Proceeds" shall mean the net amount received by Lessor after deducting from the gross proceeds of the sale of Aircraft all expenses of said sale and any amounts for which, if not paid, Lessor would be liable or which, if not paid, would constitute a lien on Aircraft.
2.2.3 "Depreciated Value" shall mean a sum determined by deducting from time to time from the Capitalized Cost One Seventy-Second (1/72) of said Capitalized Cost multiplied by the number of months for which rentals for Aircraft shall have been paid hereunder.
2.3 Lessee agrees to pay to Lessor, monthly, in advance, as fixed rental for Aircraft, the appropriate dollar amounts shown below without any deduction whatsoever, but subject to later refund or deficiency to the extent provided in Paragraph 6 hereof.

Table with monthly rental payments: 2.3.1 During the 1st to the 12th month of the term hereof, inclusive \$ 751.99; 2.3.2 During the 13th to the 24th month of the term hereof, inclusive \$ 703.81; 2.3.3 During the 25th to the 36th month of the term hereof, inclusive \$ 655.82; 2.3.4 During the 37th to the 48th month of the term hereof, inclusive \$ 607.84; 2.3.5 During the 49th to the 60th month of the term hereof, inclusive \$ 559.86; 2.3.6 During the 61st to the 72nd month of the term hereof, inclusive \$ 511.87

2.4 Rental payments due hereunder shall be payable to CCEC on or before the 9th day of each succeeding month during the term hereof at the office of CCEC as shown above, or at such other place as CCEC hereafter may designate from time to time, commencing on the date of delivery of Aircraft to Lessee. Said rental payments shall be subject to later refund or deficiency to the extent provided in Paragraph 6 hereof.

3. Renewal or Extension. If Lessee should not default in the performance of any of its obligations hereunder, Lessee may, by thirty (30) days' written notice to CCEC prior to the expiration hereof, or any renewed or extended term, elect to renew or extend this Lease, such renewal or extension term or terms not to exceed, in the aggregate, seventy-two (72) months, provided however, that Lessee shall pay to CCEC for any such renewal, a monthly rental, payable in advance, equalling 2/10 of 1% of the capitalized cost, and all the provisions of this lease shall apply, except as otherwise specifically provided herein or in any subsequent agreement of the parties.

4. Lessee covenants and agrees

- 4.1 to use Aircraft only for the purposes and in the manner set forth in the application for insurance executed in connection with Aircraft, to abide by and conform to, and cause others to abide by and conform to, all laws, ordinances, orders, rules and regulations, national, state, municipal or otherwise, now existing or hereafter enacted, controlling or in any way affecting the operation, use or occupancy of Aircraft or the use of any airport premises by Aircraft;
4.2 that when used for the purposes contemplated by Lessee, Aircraft will have a useful life approximately equal to the term of Lease;
4.3 to keep safely and use carefully Aircraft, and not to sell, or attempt to sell, or assign or dispose of Aircraft, or any interest therein, or any part thereof, or equipment necessary thereto, or suffer or permit any charge, lien or encumbrance of any nature upon Aircraft, or any part thereof, or lend or rent the same, or remove or permit Aircraft to be removed from its designated home airport for periods in excess of thirty (30) days, without first giving written notice to CCEC and designating the contemplated location of Aircraft, and not to remove permanently Aircraft from its designated home airport without the prior written consent of CCEC;
4.4 to pay all taxes, assessments and charges imposed by any national, state, municipal or other public or airport authority on Aircraft or on its use during the term of this Lease, and until redelivery of Aircraft to CCEC, save CCEC free and harmless therefrom, and reimburse CCEC on a pro rata basis for any such taxes or charges payable subsequent to the terms of this Lease;
4.5 to maintain and keep Aircraft and all components thereof in good order and repair, in accordance with the requirements of the Federal Aviation Agency or any other governmental authority, and within a reasonable time replace in or on Aircraft any and all parts, equipment, appliances, instruments or accessories which may be worn out, lost, destroyed, confiscated or otherwise rendered unsatisfactory or unavailable for use in or on Aircraft, which replacements shall be (a) in good operating condition and have a value, utility and quality at least equal to that which the property replaced originally had and (b) at the time affixed thereto and made subject hereto, owned by Lessee free and clear of all liens and encumbrances, if being understood that Lessee shall have the same protection as CCEC under the standard warranty clause of the manufacturer of Aircraft, the terms and provisions of said warranty being incorporated herein; perform all major overhaul on Aircraft, whenever deemed necessary and as may be required by the Federal Aviation Agency or any other governmental authority during the term of this Lease, and all engine overhaul and inspection and maintenance service;
4.6 to be responsible and liable to CCEC for, and indemnify CCEC against, any and all damage to Aircraft which occurs in any manner from any cause or causes during the term of this Lease or until redelivery of Aircraft to CCEC, and to indemnify and save CCEC harmless from and against all claims, costs, expenses, damages and liabilities, including personal injury, death or property damage claims arising or in any manner occasioned by the operation or use of Aircraft, during the term of this Lease or until redelivery of Aircraft to CCEC;
4.7 at its own expense, to keep Aircraft insured, with companies acceptable to CCEC, for such amounts and against such hazards as CCEC may require, including, but not limited to, hull damage and liability for personal injuries, death or property damages, arising or in any manner occasioned by the acts or negligence of Lessee or others in custody, operation or use of Aircraft, with losses under the hull damage policies payable to CCEC, in terms satisfactory to CCEC, and deliver said policies, or evidence of insurance satisfactory to CCEC, to CCEC with premium receipts therefor. Lessee hereby appoints CCEC as Lessee's attorney-in-fact to make proof of loss, and claim for, and receive payment of and execute, or endorse all documents, checks or drafts for hull damage or return premium under such insurance policies;
4.8 to permit Aircraft to be operated only by a currently certificated pilot having at least the minimum total pilot hours required by said insurance;
4.9 to permit CCEC, or its duly authorized agent or representative, to inspect Aircraft at any reasonable time, either on the land or aloft, and to furnish any information in respect to Aircraft and its use that CCEC may reasonably request, and
4.10 to return, upon demand, at the expiration of lease term, Aircraft to CCEC, at such place as may be designated by CCEC, in the same operating order, repair, condition and appearance as when received, excepting only for reasonable wear and tear, and damage by any cause covered by collectible insurance; provided however, that such place shall not be more than one-hundred and fifty (150) miles from the Home Airport, as identified herein, and provided further, that Lessee, in lieu of returning Aircraft to CCEC and after promptly notifying CCEC of its intent so to do, may arrange for the immediate sale of such Aircraft and transmit to CCEC the Net Sales Proceeds delivered therefrom, subject to the provisions of Section 6;
4.11 to execute and deliver to CCEC any additional or supplemental instruments or documents as may be requested by CCEC in connection with Aircraft or this Lease.

5. Loss or Damage of Aircraft. All risks of loss or damage of Aircraft leased, from whatever cause, hereby are assumed by Lessee during the entire lease term of Aircraft, and until final settlement is made pursuant to Section 6 hereof, notwithstanding any arrangements made for the sale of Aircraft pursuant to Section 6 or otherwise. If Aircraft be damaged; but be capable of being repaired, Lessee shall either repair or replace the same, at Lessee's cost. If Aircraft be damaged beyond repair, or destroyed, and the wreckage thereof be available for sale, the wreckage shall be sold and final settlement made as provided in Section 6; provided however, that if the wreckage shall not be available for sale, Lessee shall pay to CCEC forthwith an amount equal to unpaid rentals for the unexpired portion of the initial term of this Lease with respect to Aircraft, or under the renewed or extended term, as the case may be.

6. Sale and Final Settlement. At any time after the first twelve months of the lease term with respect to Aircraft, Lessee, so long as Lessee shall not be in default hereunder, may, by giving thirty (30) days' prior written notice to Lessor, terminate the Lease with respect to Aircraft. If and when the Lease is so terminated, Lessee, as soon as practical thereafter, shall cause Aircraft to be sold by bona-fide sale in the open market, or, at Lessee's option, Lessee may elect to have CCEC cause Aircraft to be so sold. If Lessee elects to have CCEC dispose of Aircraft, Lessee shall so notify CCEC in its notice to terminate this Lease and shall redeliver Aircraft to CCEC in accordance with Section 4.10 hereof. In the event Lessee causes Aircraft,

to be sold, CCEC shall promptly cause to be executed and transmitted to Lessee all title papers and other documents needed to complete the sale of Aircraft, and Lessee, after such sale, shall promptly deliver to CCEC the Net Sales Proceeds received by Lessee from such sale. If the Net Sales Proceeds received by CCEC, or the proceeds of any insurance paid to CCEC because of the loss or destruction of Aircraft, exceed the Depreciated Value of Aircraft, Lessor shall pay or credit the excess to Lessee as a refund of a portion of the rentals theretofore paid by Lessee with respect to Aircraft. However, if the Depreciated Value of Aircraft exceeds the Net Sales Proceeds, or such insurance proceeds, Lessee shall pay to the Lessor forthwith an amount equal to such excess as additional rental for Aircraft.

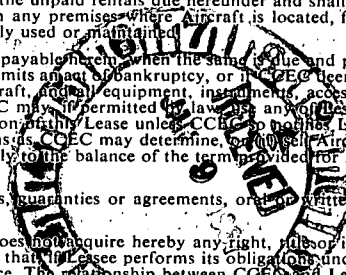
7. This Lease, except as herein provided, is irrevocable for the full term thereof and until all rentals provided for herein have been paid by Lessee. Rent shall not abate during the term hereof because Lessee's right to possession of Aircraft has terminated; or for any other reason.

8. In the event Lessee fails to use, preserve and maintain Aircraft, discharge all taxes, liens or charges, pay all costs and expenses or procure and maintain insurance, as above provided, CCEC, at its option, may do so, and all such advances by CCEC shall be added to the unpaid rentals due hereunder and shall be repayable by Lessee to CCEC on demand, together with interest thereon, at the highest legal contract rate until paid. CCEC may enter upon any premises where Aircraft is located, for the purpose of inspection, and may remove Aircraft forthwith, without notice to Lessee, if, in the opinion of CCEC, Aircraft is being improperly used or maintained.

9. If Lessee should fail to pay any rental as herein provided, or any other amounts payable hereunder when the same are due and payable, or if Lessee should breach any other provision of this Lease, or if Lessee becomes insolvent, ceases doing business as a going concern or commits an act of bankruptcy, or if CCEC deems itself insecure, CCEC, at its option, and in addition to and without prejudice to any other remedies, may take possession of and remove Aircraft, and all equipment, instruments, accessories and repairs thereon, which shall be considered a component part thereof, with or without notice to Lessee, and in removing Aircraft CCEC may be permitted to lawfully enter any premises of Lessee's in writing. CCEC, at its option, may (i) lease the repossessed Aircraft, or any part thereof to any third party upon such terms and conditions as CCEC may determine, or (ii) sell Aircraft, or any part thereof, at public or private sale. The Net Sales Proceeds, of such sale or sales, or the Net Proceeds of such leasing, applicable only to the balance of the term provided for herein, shall be applied to the total unpaid rentals provided for herein. Lessee shall pay CCEC any deficiency.

10. Time is of the essence of this Lease. No representations, warranties, promises, covenants or agreements, oral or written, express or implied, have been made by either party hereto with respect to this Lease or Aircraft, except as expressly provided herein.

11. Miscellaneous. This agreement is, and is intended to be a lease, and Lessee does not acquire hereby any right, title or interest whatsoever, legal or equitable, in Aircraft or to the proceeds of the sale of Aircraft, except its interest as Lessee hereunder. CCEC warrants that if Lessee performs its obligations under this Lease, Lessee shall peaceably and quietly hold, possess and use Aircraft during the entire lease term, free from any interference or hindrance. The relationship between CCEC and Lessee shall always and only be that of lessor and Lessee. Lessee shall never at any time during the term of this Lease for any purpose whatsoever be or become the agent of CCEC and CCEC shall not be responsible for the acts or omissions of Lessee or its agents. CCEC's rights and remedies with respect to any of the terms and conditions of this Lease shall be cumulative and not exclusive, and shall be in addition to all other rights and remedies in its favor. CCEC's failure to enforce strictly any provisions of this Lease shall not be construed as a waiver thereof or as excusing Lessee from future performance. The invalidity of any portion of this Lease shall not affect the remaining valid portions thereof. All notices shall be binding upon the parties hereto if sent to the address set forth herein (unless a subsequent address has been furnished, by mail, by one party to the other). CCEC may assign its rights under this Lease and, in such event, the assignee shall succeed to all the rights of CCEC hereunder. This Lease constitutes the entire agreement between the parties hereto. Any change or modification to this Lease must be in writing and signed by the parties hereto.



IN WITNESS WHEREOF, Lessee has duly executed this Lease this 9th day of January, 1967

at MUSKOGEE OKLAHOMA

ATTEST or WITNESS: LESSEE: EASTERN EQUIPMENT COMPANY (Trade, Partnership, or Corporate Name) BY: Tom Allen (Signature) President

Accepted this 10th day of January, 1967 BY: J.P. Cox (Signature) OKLAHOMA MUSKOGEE COUNTY OF OKLAHOMA

INDIVIDUAL AND PARTNERSHIP LESSEE ACKNOWLEDGMENT On this 9th day of January, 1967, personally appeared, before me, the undersigned, a Notary Public within and for the

county and state aforesaid, duly commissioned and acting (Lessee) to me personally known to be (the individual)* (a partner in the partnership)* described in and who/which executed and delivered the above Lease and he, being by me duly sworn and being informed of the contents of said Lease stated and acknowledged that he signed, executed, sealed and delivered same as (his free and voluntary act and deed)* (As the free and voluntary act of said partnership)*, for the uses, purposes and considerations therein mentioned and set forth.

*Strike inapplicable language. CORPORATE LESSEE ACKNOWLEDGMENT On this 9th day of January, 1967, personally appeared before me, the undersigned a Notary Public within and for the county and state aforesaid, duly commissioned and acting Tom Allen (Name of Officer of Lessee) to me personally

known to be and who stated that he was the President (Title of Officer) of EASTERN EQUIPMENT COMPANY the Corporation named in and which executed the above Lease, and who knows the corporate seal of the said Corporation; and who, being by me duly sworn, stated on oath and acknowledged that the seal affixed to said instrument is the corporate seal of the said Corporation, that he was duly authorized to execute said instrument for, in the name of and on behalf of said Corporation, and that the same was signed, sealed, executed and delivered by him in the name of and on behalf of the said Corporation by authority of its Board of Directors and he duly acknowledged and stated the execution of said instrument to be his voluntary and free act and deed in his said capacity and the voluntary and free act and deed of said Corporation by it, and by him voluntarily executed for the uses, purposes and considerations therein mentioned and set forth.

In testimony whereof, I have hereunto set my hand and official seal this 9th day of January, 1967

My commission expires: 6-4-70 (Notarial Seal) Alvin L. Russell (Notary Public) Muskogee County

ACKNOWLEDGMENT OF COMMERCIAL CREDIT EQUIPMENT CORP. STATE OF Oklahoma COUNTY OF Oklahoma

On this 10th day of January, 1967, personally appeared, before me, the undersigned, a Notary Public within and for the

county and state aforesaid, duly commissioned and acting (Name of Lessor's representative), to me personally well-known to be and who stated that he was the (Assistant) Branch Manager of Commercial Credit Equipment Corp., the Corporation named in and which executed the above Lease; and who, being by me duly sworn, stated on oath and acknowledged that he was duly authorized to execute said instrument for, in the name of and on behalf of said Corporation, and that same was signed, sealed, executed and delivered by him in the name of and on behalf of the said Corporation by authority of its Board of Directors and he duly acknowledged and stated the execution of said instrument to be his voluntary and free act and deed in his said capacity and the voluntary and free act and deed of said Corporation by it, and by him voluntarily executed for the uses, purposes and considerations therein mentioned and set forth.

In testimony whereof, I have hereunto set my hand and official seal this 10th day of January, 1967

My commission expires: 2-16-69 (Notarial Seal) Notary Public in and for Oklahoma County

FEDERAL AVIATION AGENCY APPLICATION FOR AIRCRAFT REGISTRATION

TYPE OF REGISTRATION (Check one box)

1. Individual
 2. Partnership
 3. Corporation
 4. Co-Owner
 5. Government

| | | |
|---|---|-------------------------------|
| NATIONALITY AND REGISTRATION MARKS N 9693R | AIRCRAFT MAKE AND MODEL BEECH B-95 <u>TRAVEL AIR</u> | AIRCRAFT SERIAL No. TD-353 |
|---|---|-------------------------------|

NAME(S) OF APPLICANT(S) (Must be same as Purchaser on Bill of Sale; if individual(s), give last name(s), first name(s), and middle initial(s).)

COMMERCIAL CREDIT EQUIPMENT CORPORATION

ADDRESS (Number and Street; P.O. Box; or Rural Route.)

2915 CLASSEN BLVD.

| | | | |
|--------------------|--------------------|-------------------|-------------------|
| CITY OKLA. CITY | COUNTY OKLAHOMA | STATE OKLAHOMA | ZIP CODE 73106 |
|--------------------|--------------------|-------------------|-------------------|

ATTENTION! Read the following statement before signing this application.

A false or dishonest answer to any question in this application may be grounds for punishment by fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY that the above described aircraft (1) is owned by the undersigned applicant(s), who is/are citizen(s) of the United States as defined in Sec. 101(13) of the Federal Aviation Act of 1958; (2) is not registered under the laws of any foreign country; and (3) legal evidence of ownership is attached or has been filed with the Federal Aviation Agency.

NOTE: If executed for co-ownership all applicants must sign.

| | | | |
|---|----------------------------------|--------------------------------------|------------------------|
| PART OF THIS APPLICATION MUST BE SIGNED IN INK. | SIGNATURE <i>J. D. Coyart</i> | TITLE <i>Assistant Branch Mgr</i> | DATE <i>1-10-67</i> |
| | SIGNATURE | TITLE | DATE |
| | SIGNATURE | TITLE | DATE |

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 30 days, during which time the PINK copy of this application must be carried in the aircraft.

AIRCRAFT BILL OF SALE

Do not write in this block - for FAA use only.

MICROFILM CODE

For and in consideration of \$1.00 AOVG the undersigned owner(s) of the full legal and beneficial title of the aircraft described as follows:

AIRCRAFT MAKE AND MODEL

BEECH B-95 TRAVEL AIR

MANUFACTURER'S SERIAL NUMBER

TD-353

NATIONALITY AND REGISTRATION MARKS

N9693R

does this 9th day of January 19 67, hereby sell, grant, transfer and deliver all rights, title, and interests in and to such aircraft unto:

NAME AND ADDRESS

(If individual(s), give last name, first name, and middle initial)

COMMERCIAL CREDIT EQUIPMENT CORPORATION
2915 Classen Blvd.
Oklahoma City, Oklahoma

PURCHASER

1C

JC

FAA
AIRCRAFT REGISTRY

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and to it's executors, administrators, and assigns to have and to hold singularly the said aircraft forever, and certifies that same is not subject to any mortgage or other encumbrance except:

| TYPE OF ENCUMBRANCE | AMOUNT | DATED |
|---------------------|--------|-------|
| | | |

IN FAVOR OF

in testimony whereof I have set my hand and seal this 9th day of January 19 67.

| SELLER | NAME(S) (TYPED OR PRINTED) | SIGNATURE(S) (IN INK.) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.) | TITLE (IF SIGNED FOR A CORPORATION, PARTNERSHIP, OWNER, OR AGENT.) |
|--------|---|--|---|
| | NATHAN A. SAMS DBA SAMS FLYING SERVICE | <i>Nathan A Sams</i> | Owner |
| | | | |
| | | | |

ACKNOWLEDGMENT (Not required for purposes of FAA recording; however, may be required by local law for validity of the instrument.)

State of Oklahoma On this 9th. day of January 1967 before me County of Muskogee personally appeared the above named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same ~~of~~ as his free act and deed, and, if said bill of sale be that of a corporation swore that he was duly authorized to execute the same. Given under my hand and official seal the day and year written above.

My commission expires 4-6-70

Alvin L Russell
Notary Public
dup Rita

JAN 11 2 58 3 80005.00EA

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BEECH ACCEPTANCE CORPORATION, INC 5 4 8 4 4
DISTRIBUTOR FLOOR PLAN

SECURITY AGREEMENT U-2980

DOC. RECORDED

KNOW ALL MEN BY THESE PRESENTS, that the undersigned Nathan A. Sams d/b/a Sams Flying Service

whose chief place of business is located at P. O. Box 1468 Hatbox Field **SEP 17 11 02 AM '66**
in the City of Muskogee, County of Muskogee, and State of Oklahoma
hereinafter termed Debtor, and BEECH ACCEPTANCE CORPORATION, INC., hereinafter termed Secured Party, agree as follows:

AIRCRAFT REGISTRY
I. **Creation of Security Interest.** Debtor hereby grants to Secured Party a security interest in and mortgages to Secured Party the collateral described in Paragraph II to secure the performance or payment of all the obligations and indebtedness of whatever kind and whenever created of Debtor to Secured Party.

II. **Collateral.** The collateral of this Security Agreement is the following described aircraft:

| | |
|--------------------------|---------------------------------|
| Mfr. of aircraft: | <u>Beechcraft</u> |
| Model: | <u>B95</u> |
| Serial No.: | <u>TD-353</u> |
| CAA Identification mark: | <u>N9693R</u> |
| Mfr. of engine: | <u>Lycoming</u> |
| Model: | <u>O-360-A1A</u> |
| Serial No.: | <u>L-2030-36 L-2038-36</u> |

SEE RECORDED DOCUMENT
EO 2028701

together with all equipment and accessories attached thereto or used in connection therewith, including the following:
Gyro Horizon, Aux Wing Fuel Tanks, Nose Taxi Lights, Grimes Rotating Beacon, Prop Unfeathering Accumulators, Carburetor Air Temperature Indicators, Instrument Post Lights, 40 Amp Generator, Dual Tachometer, Two 24 Amp Batteries, Super Soundproofing, Fifth Seat Installation, Cagle Brakes, Tactair T-3 Augopilot, Tactair Altitude Hodl, Prop Anti-Icerc, Co Pilot Brakes, 2 Lear ADF 12E-2 with one Gonio Loop and one standard Loop, 1 Narco 3-lite M/B, 1 Collins 618F-1 360 Ch Transceiver, 1 Collins 17L-8A 90 ch Transmitter, 1 Collins 51X-3 (344D1) Omni 180 ch Reciver.

and together with all the tires, other equipment and attachments thereon or which may be added thereto or which may be substituted for or used to replace present tires, equipment, and attachments upon said airplane, and all additions and accretions thereto and all proceeds of its sale or other disposition.

III. **Obligations of Debtor.**

A. **Obligation to Pay.** Debtor shall pay to Secured Party the sum or sums evidenced by the Promissory Note or notes executed in connection with or for additional advances subsequent to and all pursuant to this Security Agreement in accordance with the terms of the note or notes, and

- (1) Debtor shall pay immediately, without notice, if Secured Party so elects, the entire unpaid indebtedness to Secured Party upon default or if Secured Party deems itself insecure, and
- (2) Debtor shall pay all expenses, including reasonable attorneys fees and legal expenses, in connection with Secured Party's exercise of any of its rights and remedies under Paragraph V.

B. **Additional Obligations of Debtor.**

- (1) That Debtor shall preserve and keep in good condition the collateral and retain the actual possession and control thereof.
- (2) That Debtor shall keep the collateral free from all claims and encumbrances and warrants and shall defend it against all claims and demands whatsoever, and will pay promptly when due all taxes, license fees and other public and private charges levied or assessed and satisfy all liens against said collateral, which shall at all times be at Debtor's risk.
- (3) That Debtor shall keep the collateral insured until this Security Agreement is terminated against all expected risks to which it is exposed and those which Secured Party may designate, in amounts not less than the principal aggregate amount of this promissory note or notes executed in connection with this Security Agreement, with the policies acceptable to Secured Party and payable to both Secured Party and Debtor, as their interests appear, and with duplicate copies deposited with Secured Party and Secured Party is authorized to purchase for Debtor, such fire and other insurance in such forms and amounts as Secured Party may require or deem advisable, and Secured Party is authorized to execute applications for such insurance and all premiums for such insurance shall be repaid to Secured Party by Debtor, upon demand, and shall be secured by this Security Agreement. Secured Party or its assigns is hereby irrevocably appointed attorney in fact for Debtor to endorse for Debtor any checks, drafts, or other instruments whatsoever payable to Debtor as proceeds or returns for any such insurance, and to make claims of loss and to sign proofs of loss against any insurance company and to receipt for all payments. Secured Party may, at its option, cancel any such insurance at any time and shall receive the return premium. All risk of loss, damage or destruction shall at all times be on Debtor.

(4) That Debtor shall keep the collateral based at Hatbox Field Airport, County of Muskogee, State of Oklahoma, where Secured Party may inspect it at any time, except for its temporary removal in connection with its ordinary use.

(5) That Debtor shall not lend, rent, lease or otherwise dispose of the collateral or any interest therein except as authorized in this Security Agreement or in writing by Secured Party and Debtor shall keep the collateral free from unpaid charges, including taxes, and from liens, encumbrances and security interests other than that of Secured Party, and

(6) That Debtor shall at all times keep the collateral and its proceeds separate and distinct from other property of the Debtor and shall keep accurate and complete records of the collateral and its proceeds.

IV. **Default.** Time is of the essence hereof. Misrepresentation or misstatement in connection with, non-compliance with or non-performance of any of Debtor's obligations or agreements under Paragraphs III and VII shall constitute default under this Security Agreement. In addition, Debtor shall be in default if it becomes insolvent or ceases to do business as a going concern, or if the collateral or any of it be lost, secreted, misused, or destroyed, or should said collateral be hired out or used to carry passengers for hire without the written consent of Secured Party, or should said collateral be used in violation of any state or federal statute or ordinance, or if any execution, attachment or other writ shall be levied upon said collateral, or if a petition in bankruptcy or for arrangement or reorganization be filed by or against Debtor, or property of Debtor be attached or a receiver be appointed for Debtor, or if Debtor makes an assignment for the benefit of creditors, or whenever Secured Party may deem the indebtedness or collateral insecure.

V. **Secured Party's Rights and Remedies.**

A. Secured Party may assign this Security Agreement, and

(1) If Secured Party does assign this Security Agreement, the Assignee shall be entitled, upon notifying Debtor, to performance of all of Debtor's obligations and agreements under Paragraphs III and VII, and Assignee shall be entitled to all of the rights and remedies of Secured Party under this Paragraph V.

(2) Debtor will assert no claims or defenses it may have against Secured Party against the Assignee except those granted in this Security Agreement.

B. Upon Debtor's default, the indebtedness herein described and all other debts then owing by Debtor to Secured Party or its assignee shall, at the option of the Secured Party and without notice, become due and payable forthwith; and Secured Party may exercise its rights of enforcement under the Uniform Commercial Code in force in Kansas at the date of this Security Agreement and, in conjunction with, addition to or substitution for those rights, at Secured Party's discretion, may:

- (1) Enter upon Debtor's premises to take possession of, assemble and collect the collateral or to render it unusable, and

AUG 16 4 6 55 5005.002A

(2) Require Debtor to assemble the collateral and make it available at a place Secured Party designates which is mutually convenient, to allow Secured Party to take possession or dispose of the collateral, and

(3) Waive any default or remedy any default in any reasonable manner without waiving the default remedied and without waiving any other prior or subsequent default, and

(4) Make any improvements or repairs which it deems advisable upon the collateral, the cost of which will be secured by this Security Agreement, and

(5) Written notice mailed to Debtor at the chief place of business, designated at the beginning hereof, five days prior to the date of public sale of the collateral or prior to the date after which private sale of the collateral will be made shall constitute reasonable notice, and

Debtor waives the benefit of all exemption laws.

VI. Rights and Remedies of Debtor. Debtor shall have all of the rights and remedies before or after default provided in Article 9 of the Uniform Commercial Code in force in the State of Kansas at the date of this Security Agreement.

VII. Additional Agreements and Affirmations.

A. Debtor agrees and affirms:

(1) That information supplied and statements made by it in any financial or credit statement or application for credit to this Security Agreement are true and correct, and

(2) That, except for the security interest granted in this Security Agreement, there is no adverse lien, security interest or encumbrance in or on the collateral, and

(3) That Debtor's chief place of business is that which appears at the beginning hereof.

B. Mutual Agreements:

(1) "Debtor" and "Secured Party" as used in this Security Agreement include the heirs, executors or administrators, successors or assigns of those parties.

(2) If more than one Debtor executes this Security Agreement, their obligations under this Security Agreement shall be joint and several.

(3) The law governing this secured transaction shall be that of the State of Kansas in force at the date of this Security Agreement.

(4) If any part hereof is contrary to, prohibited by or deemed invalid under the applicable laws or regulations of any jurisdiction, such provision shall be inapplicable and deemed omitted but shall not invalidate the remaining provisions hereof.

EXECUTED IN TRIPPLICATE THIS 12 day of August, 19 66.

DEBTOR

NATHAN A. SAMS d/b/a Sams Flying Service

By [Signature] (Signature of Debtor and Title) Owner

ATTEST: (Seal)

Secretary

SECURED PARTY

BEECH ACCEPTANCE CORPORATION, INC.

By [Signature] (Signature of Secured Party and Title) H. P. Anderson - Assistant Secretary

ATTEST: (Seal)

Secretary

Acknowledgement by Individual or Partner

STATE OF Kansas }
COUNTY OF Sedgwick } SS.

Be IT REMEMBERED, That on this 12 day of August, 19 66 before me the undersigned, a Notary Public in and for the County and State aforesaid, came Nathan A. Sams who personally known to me to be the same person who executed the foregoing instruments of writing and such person duly acknowledged the execution of the same.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Notary seal the day and year above written.

Term expires: April 10, 1969, 19

[Signature] Notary Public

Acknowledgment by Corporation

STATE OF }
COUNTY OF } SS.

BE IT REMEMBERED, That on this ___ day of ___, 19___, before me the undersigned, a ___ in and for the County and State aforesaid, personally appeared ___

President of ___, a corporation, to me personally known to be the person who executed the foregoing instruments as ___ President of said corporation, and such person duly acknowledged the execution of the same as ___ President, for and on behalf of, and as the act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal the day and year last above written.

My commission expires: ___, 19___

Notary Public

Acknowledgment by Beech Acceptance Corporation

STATE OF Kansas }
COUNTY OF Sedgwick } SS. OKLAHOMA CITY, OKLA.

BE IT REMEMBERED, That on this 12 day of August, 19 66 before me the undersigned, a Notary Public in and for the County and State aforesaid, personally appeared H. P. Anderson

Assistant Secretary President of BEECH ACCEPTANCE CORPORATION, INC. a corporation, to me personally known to be the person who executed the foregoing instruments of writing and such person duly acknowledged the execution of the same as ___ President, for and on behalf of, and as the act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal the day and year last above written.

My commission expires: April 10, 1969, 19

Notary Public

[Signature]

AIRCRAFT BILL OF SALE

Do not write in this block - for FAA use only.

MICROFILM CODE

AIRCRAFT REGISTRY

SEP 17 11 01 AM '66

DOC. RECORDED

B 0 5 4 8 4 3

For and in consideration of \$ 1. 00 o. v. c. the undersigned owner(s) of the full legal and beneficial title of the aircraft described as follows:

AIRCRAFT MAKE AND MODEL

Beech B-95 Travel Air

MANUFACTURER'S SERIAL NUMBER

TD-353

NATIONALITY AND REGISTRATION MARKS

N-9693R

does this 9th day of August 19 66, hereby sell, grant, transfer and deliver all rights, title, and interests in and to such aircraft unto:

NAME AND ADDRESS

(If individual(s), give last name, first name, and middle initial)

NATHAN A. SAMS DBA
Sams Flying Service
P. O. Box 1468
Hatbox Field
Muskogee, Oklahoma 74401

PURCHASER

and to his executors, administrators, and assigns to have and to hold singularly the said aircraft forever, and certifies that same is not subject to any mortgage or other encumbrance except:

| TYPE OF ENCUMBRANCE | AMOUNT | DATED |
|---------------------|--------|-------|
| | | |

IN FAVOR OF

in testimony whereof I have set my hand and seal this 9th day of August 19 66.

| SELLER | NAME(S) (TYPED OR PRINTED) | SIGNATURE(S) (IN INK.) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.) | TITLE (IF SIGNED FOR A CORPORATION, PARTNERSHIP, OWNER, OR AGENT.) |
|--------|-------------------------------|--|---|
| | | Currey Sanders Aircraft Company, Inc. | <i>John M. Eshel</i> |
| | | | |
| | | | |

ACKNOWLEDGMENT (Not required for purposes of FAA recording; however, may be required by local law for validity of the instrument.)

State of Louisiana, Parish of Caddo - On this 9th day of August, 1966 before me personally appeared the above named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed. Given under my hand and official seal the day and year written above.

James G. Eakin

JAMES G. EAKIN
NOTARY PUBLIC, Caddo Parish, Louisiana
My Commission Is For Life

ama
316 4655 30005.00EA

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 3A16 THROUGH SHEET REVISION NO. 9
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1958-26 THROUGH CARD NO. 59-20
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. _____
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Indefinite
(DATE)
- g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:
 AIRWORTHY
 UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY UNAIRWORTHY
(Check appropriate item)

| | | |
|--|-----------------------------|-----------------------|
| DESIGNEE'S SIGNATURE <i>Virgil H. Adamson</i> | DESIGNATION NO. DMCR 5-3 | DATE March 1, 1960 |
| AVIATION SAFETY AGENT'S SIGNATURE Virgil H. Adamson DMCR 5-3 | CAA DESIGNATION NO. | DATE |

ACCEPTED
 REINSPECTED
 SPOT CHECKED

ATTACHMENT

**APPLICATION FOR AIRWORTHINESS CERTIFICATE
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT**

INSTRUCTIONS

Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (Check which)

- a. ORIGINAL ISSUANCE OF CERTIFICATE
 b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
 c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
 d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
 e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
 f.

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
 b. LIMITED (SEE CAR 9)
 c. RESTRICTED (SEE CAR 8)
 (Check the restricted special purpose operation(s) to be conducted)
 AGRICULTURAL AND PEST CONTROL
 AERIAL ADVERTISING
 AERIAL SURVEYING
 GLIDER TOWING
 PATROLLING
 FOREST AND WILDLIFE CONSERVATION
 WEATHER CONTROL
 OTHER
 d. EXPERIMENTAL
 (Check the type of experimental operation(s) to be conducted)
 RESEARCH AND DEVELOPMENT
 AMATEUR-BUILT
 DEMONSTRATION
 RACING
 EXHIBITION
 OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

| | | |
|---------------------------------------|-------------------------------------|---|
| a. AIRCRAFT MAKE BEECHCRAFT | b. AIRCRAFT MODEL B95 | c. AIRCRAFT SERIAL NO. TD-353 |
| d. ENGINE MAKE Lycoming | e. ENGINE MODEL O-360-A1A | |

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

| | | |
|--|--|--|
| a. REGISTERED OWNER'S FULL NAME BEECH AIRCRAFT CORPORATION | b. PERMANENT MAILING ADDRESS Wichita, Kansas | c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 9693R |
|--|--|--|

5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____
 b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
 c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED November 19, 1960

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

ATTACHMENTS (Check which)

- ACA-319
 ACA-337
 ACA-317
 WEIGHT AND BALANCE REPORT
 DATA, DRAWINGS, ETC.
 UNAPPROVED DEVIATION DATA

C. F. Grace
 (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

March 1, 1960
 (DATE)

Foreman - Final & Flight Inspection.
 (TITLE)

m/c

1163-2012 37 DEC 5 1966

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

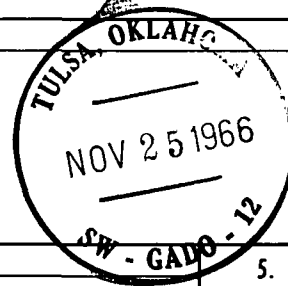
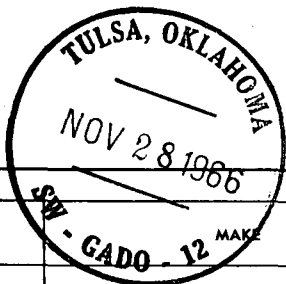
FOR FAA USE ONLY

OFFICE IDENTIFICATION
SW-GADO-12

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 Beechcraft | MODEL B-95 |
| | SERIAL NO. TD - 353 | NATIONALITY AND REGISTRATION MARK N9693R |
| 2. OWNER | NAME (As shown on registration certificate) Nathan A. Sams DBA SAMS FLYING SERVICE | ADDRESS (As shown on registration certificate) P.O. Box 1468 Muskogee, Oklahoma |

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 SAMS FLYING SERVICE P.O. Box 1468 Muskogee, Oklahoma | B. KIND OF AGENCY | C. CERTIFICATE NO. Radio 2117 |
| | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | |
| | <input checked="" type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input checked="" 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 11/23/66 | SIGNATURE OF AUTHORIZED INDIVIDUAL Alvin L. Russell 1548797 <i>Alvin L. Russell</i> |
|-------------------------|---|

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 Agency and is APPROVED REJECTED

| | | | | |
|--|---|--|--|--|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) Verified by Operator #14 |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |
| DATE OF APPROVAL OR REJECTION 11/23/66 | CERTIFICATE OR DESIGNATION NO. 2117 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles H. Galloway</i> Charles H. Galloway Chief Inspector | | |

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.)

The following radio work accomplished in accordance with AC 43.13-1 and 43.13-2 and the manufacturers (Bendix and King) instructions, wiring, and brackets.

All applicable regulations were complied with.
This installation does not affect other systems.

1. Removed Narco Mark 7 transceiver, Narco T-24 MP-8 Power Supply, ARC-15D Omni, IN-10 Indicator, 150 Control Head, wiring and plugs. Total Weight Removed -38.3 lbs. at +49.55 inch arm. Moment 1897.6
2. Removed Lear 12E2 ADF Tuner, Amplifier and mount, Indicator, Gonio Loop Antenna, wiring and plug. Total Weight Removed -24.0 lbs. at +94.35 inch arm. Moment 2264.5
3. Removed Fire Bottle from top of front spar cover. Weight -7.0 lbs. at plus 77.5 inch arm. Moment 542.5
4. Installed King KX160 Tuner in instrument panel. Installed King KS505 Power Supply in nose radio compartment. Installed King KI201 Indicator in Instrument Panel. Wiring and plug installed for the above unit. Total weight +13.6 lbs. at plus 57.1 inch arm. Moment 777.6
5. Installed Bendix ADF-T-12C System consisting of 201 Receiver mounted in instrument panel, 551A Servo Indicator mounted in instrument panel, 2321E Fixed loop antenna mounted bottom center section of fuselage. Wiring and plug installed for the above units. Total Weight +8.6 lbs. at plus 73.86 inch arm. Moment 635.2
6. Installed Bendix 825A Antenna on top of fuselage center section. Weight 1.0 lbs. at plus 88.0 inch arm. Moment 88.0

| Item | Weight | Arm | Moment |
|---|--------|-------|----------|
| Aircraft (taken from 337-dated 1/13/65) | 2854.8 | 77.5 | 221407.6 |
| Removed Items 1 above | 38.3 | 49.55 | 1897.6 |
| Removed Items 2 above | 24.0 | 94.35 | 2264.5 |
| Removed Items 3 above | 7.0 | 77.5 | 542.5 |
| Installed Items 4 above | 13.6 | 57.1 | 777.6 |
| Installed Items 5 above | 8.6 | 73.86 | 635.2 |
| Installed Item 6 above | 1.0 | 88.0 | 88.0 |
| Totals | 2808.7 | 77.69 | 218203.8 |

New Empty Weight 2808.7 lbs.

New Empty weight C.G. = 77.69 inches aft.

New Total Moments 218203.8

New Useful Load 1291.3 lbs.

This installation entered in the Aircraft Log Book and noted in the Weight and balance Report. Electrical Load Bendix ADF-T-12C .5 amps. King KX-160 1.5 amps. Total 2.0 amps. Maximum continuous electrical load does not exceed generator capacity.

ADDITIONAL SHEETS ARE ATTACHED

1163-2012 37 DEC 5 1966

FEDERAL AVIATION AGENCY

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

Form Approved
Budget Bureau No. 04-R060.1

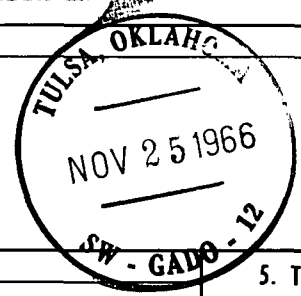
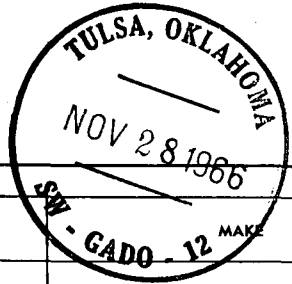
FOR FAA USE ONLY

OFFICE IDENTIFICATION
SW-GADO-12

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 Beechcraft | MODEL B-95 |
| | SERIAL NO. TD - 353 | NATIONALITY AND REGISTRATION MARK N9693R |
| 2. OWNER | NAME (As shown on registration certificate) Nathan A. Sams DBA SAMS FLYING SERVICE | ADDRESS (As shown on registration certificate) P.O. Box 1468 Muskogee, Oklahoma |

3. FOR FAA USE ONLY



4. UNIT IDENTIFICATION

5. TYPE

| UNIT | MAKE | MODEL | SERIAL NO. | 5. TYPE | |
|------------|--|-------|------------|---------|------------|
| | | | | REPAIR | ALTERATION |
| AIRFRAME | ***** (As described in item 1 above) ***** | | | | X |
| POWERPLANT | | | | | |
| PROPELLER | | | | | |
| APPLIANCE | TYPE | | | | |
| | MANUFACTURER | | | | |

6. CONFORMITY STATEMENT

| | | |
|---|---|---|
| A. AGENCY'S NAME AND ADDRESS SAMS FLYING SERVICE P.O. Box 1468 Muskogee, Oklahoma | B. KIND OF AGENCY | C. CERTIFICATE NO. Radio 2117 |
| | <input type="checkbox"/> U.S. CERTIFICATED MECHANIC | |
| | <input checked="" type="checkbox"/> FOREIGN CERTIFICATED MECHANIC | |
| | <input checked="" 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 11/23/66 | SIGNATURE OF AUTHORIZED INDIVIDUAL Alvin L. Russell 1548797 <i>Alvin L. Russell</i> |
|-------------------------|---|

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 Agency and is APPROVED REJECTED

| | | | | |
|----|------------------------------|--|--|--|
| BY | FAA FLT. STANDARDS INSPECTOR | MANUFACTURER | INSPECTION AUTHORIZATION | OTHER (Specify) Verified by Operator #14 |
| | FAA DESIGNEE | <input checked="" type="checkbox"/> REPAIR STATION | CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT | |

| | | |
|--|---|--|
| DATE OF APPROVAL OR REJECTION 11/23/66 | CERTIFICATE OR DESIGNATION NO. 2117 | SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Charles H. Galloway</i> Charles H. Galloway Chief Inspector |
|--|---|--|