

NOTICE

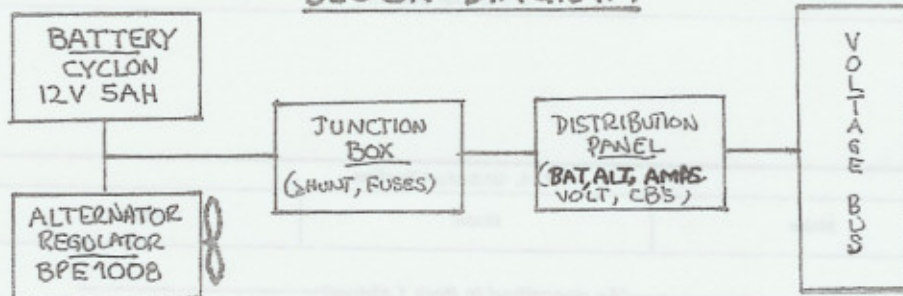
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

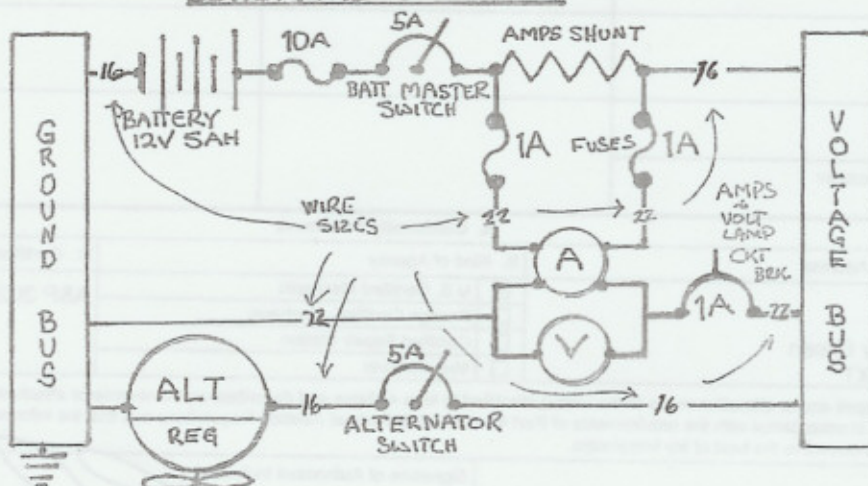
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed electrical system in this aircraft for use with previously installed air driven alternator/regulator. Electrical system design in accordance with air alternator/regulator Manufacturer's Manual No. 80-1008-401A, Fig 5.2 recommendations and installed following procedures outlined in AC43.13-1B, Chapter 11, Sections 2 thru 12 & 14 thru 17 and AC43.13-2A, Chapters 1, 2 & 10. Weight and balance confirmed to be within aircraft manufacturer's TCDS CofG limits. Block and Schematic diagrams shown below.

BLOCK DIAGRAM



SCHEMATIC DIAGRAM



Alternator/Regulator: Basic Products BPE-14, Model 1008

Battery: Hawker Energy Cyclon, 12V 5AH, sealed

Switches: Klixon 7270-1-5 (Battery Master & Alternator)

Circuit Breaker: Klixon 7277-2-1 Ammeter & Volts lamp)

Ammeter: UMA P/N N151100006A000, 6-0-6 Amps

Terminals: AMP Type 31880, 31885, 31890

Wire: MIL-W-22759/16-16 and -22

Fuses: AGC 1 & 10 Amp

Air driven alternator/regulator flight tested satisfactory with 13.5-14 volts, 6-8 amps measured at normal aircraft cruise speeds of 75-85 MPH. Maximum busbar load: 8 amps. Switches, fuses, circuit breakers, battery, junction box and volts busbar placarded as to value and/or function.

END

Additional Sheets Are Attached



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 1958)

1. Aircraft	Make Piper	Model PA-15
	Serial No. 15-305	Nationality and Registration Mark N4531H
2. Owner	Name <i>(As shown on registration certificate)</i> Terris, Edward A	Address <i>(As shown on registration certificate)</i> Twychelles, Brindle Lane, Forty Green Bcnsfld, Bucks, United Kingdom, HP9 1XT

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- <i>(As described in item 1 above)</i> -----				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Edward Terris Twychelles Brindle Lane, Forty Green Bucks, UK, HP9 1XT	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 3021594
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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 4-25-06	Signature of Authorized Individual
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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 Flt Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	