

PA-17

Battery Prop

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 <hr/> FOR FAA USE ONLY <hr/> OFFICE IDENTIFICATION
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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	PIPER	MODEL	PA-17
	SERIAL NO.	17-131	NATIONALITY AND REGISTRATION MARK	N4833H
2. OWNER	NAME (As shown on registration certificate):		ADDRESS (As shown on registration certificate):	
	Cassens, Kenwood C.		RD 2 Box 52-0 Stone Ridge, N.Y. 12484	

3. FOR FAA USE ONLY

AEA - FSDO - 1

The information / data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43J

Date: 05-11-92 [Signature]  
 FAA Inspector

4. UNIT IDENTIFICATION

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 Kenwood C. Cassens RD 2 Box 52-0 Stone Ridge, N.Y. 12484	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. ASP 1575986
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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 12-4-91	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Kenwood C. Cassens</u>
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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

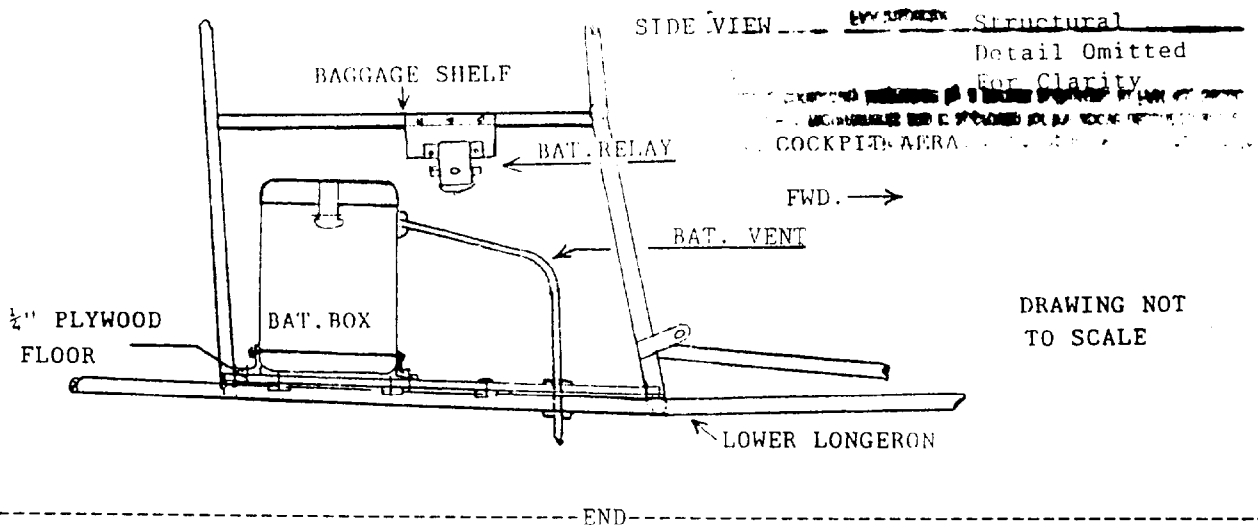
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <u>May 11-1992</u>	CERTIFICATE OR DESIGNATION NO. <u>2254031 IA</u>	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>John C. Backer</u>			

## 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.)

- 1) Installed a Cessna battery box P/N 0512167 on a  $\frac{1}{2}$ " aircraft birch plywood floor, located on the lower left and right longerons and cross tubes below the baggage compartment shelf.
- 2) Tabs were welded to all tubes around the perimeter of the battery box floor, as done by the manufacturer to anchor the cockpit flooring, 10-32 screws, washers and AN-365 nuts are used to attach floor to airframe. The battery box is attached to the plywood floor with 10-32 screws, washers and AN-365 nuts.
- 3) Access to the battery is through the baggage shelf rear floor section.
- 4) A JOHNSON CONTROLS, DYNASTY sealed Gell-Cell Battery P/N JC-12150, 12 volt 15 amp./hr. capacity is installed, weight of battery is 13.7 Lbs.
- 5) A battery relay P/N 111-226, 12 volt continuous duty type is installed to the lower baggage shelf support structure, and is controlled by a master switch on the instrument panel left side.
- 6) The battery box structure was tested in accordance with all appropriate paragraphs in Ch.1 of AC 43.13-2 and installed in accordance with Ch.10 Section 1 & 2 of AC 43.13-2.
- 7) All oxy-acetylene welding was done in accordance with procedures set forth in Ch.2 Section 1 & 2 of AC 43.13-1A.
- 8) The plywood shelf which supports the battery box was given two coats of clear polyurethane finish.
- 9) Installed  $\frac{3}{8}$ " aluminum tube battery vent, which goes from the top of the battery box overboard through the belly. The tube is anchored with  $\frac{3}{8}$ " gromets.



ADDITIONAL SHEETS ARE ATTACHED