

PA-17

Install C-85-12F engine  
40 amp alternator

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1	
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		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.			
1. AIRCRAFT	MAKE	PIPER	MODEL PA-17
	SERIAL NO.	17-131	NATIONALITY AND REGISTRATION MARK N4833H
2. OWNER	NAME (As shown on registration certificate) Cassens, Kenwood C.		ADDRESS (As shown on registration certificate) RD 2 Box 52-0 Stone Ridge, N.Y. 12484
	3. FOR FAA USE ONLY		
AEA - FSDO - 1		The <del>airframe</del> / 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 43.7 Date <u>05-11-92</u> <i>[Signature]</i> FAA Inspector	
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
			REPAIR ALTERATION X
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Kenwood C. Cassens RD 2 Box 52-0 Stone Ridge, N.Y. 12484		<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. A&P 1575986	
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 3-20-92		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenwood C. Cassens</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 Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION May 11-1992		CERTIFICATE OR DESIGNATION NO. 2254031 IA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John C. Barber</i>

## 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.

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

- 1) Original Continental A-65-8 engine removed.
- 2) Installed Continental C-85-12-F engine S/N 21156-6-12, using original engine mount, baffels, cowlings and other installation components as listed.
- 3) Installed a UNIVERSAL TOW-ALL P/N 201-C 40 Amp. alternator with built in voltage regulator S/N 401 in accordance with Mfr. installation insrtuctions.
- 4) Installed original exhaust system which was modified to clear the alternator and main oil screen housing. The left and right stack outlets were lowered 3 inches by TIG welding elbows of the same material (321-stainless steel) to lower the muffler and heat shroud.
- 5) Removed engine starter, and installed cover plate.
- 6) Installed one 1/4 inch thick by 1 1/4" dia. 2024T4 aluminum spacer (washer) at the rear side of each of the (4) engine mount rubber bushings to move the engine ahead for oil tank neck to engine mount clearance.
- 7) Installed a Mc Cauley Model 1B90CM7248 Propeller
- 8) Installed carburetor heat box P/N 19-A50256, and BRACKETT AIR FILTER P/N BA-4106.
- 9) Aircraft weighed and new weight & balance computed (see weight & balance dated 3-31-92).
- 10) Engine RPM, oil temperature, pressure and cylinder head temperature were within limits specified by the engine manufacturer.
- 11) Flight test conducted under Special Airworthiness Certificate issued MAY 11 1992

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ADDITIONAL SHEETS ARE ATTACHED