

PA17 Parking Brake

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 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 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 43.7

Date: 03-25-92
 Signature: *Richard W. Williams*
 Title: 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. 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 2-4-92	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 APPROVED REJECTED

BY	FAA P.T. 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 3-31-92	CERTIFICATE OR DESIGNATION NO. 2254031 IA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John 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.

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 Gerdes Products Model 850-8 parking brake valve in the left and right brake lines.
- 2) Parking brake valve is mounted to the under side of the cockpit floorboard one inch aft of the firewall and six inches right of center line, and is secured with AN hardware through holes in valve body provided by the Mfr.
- 3) All stationary rigid $\frac{1}{4}$ " aluminum hydraulic lines are connected with AN-818 and AN-819 type flaired fittings. The flexible brake lines are as per original Mfr.
- 4) The parking brake valve is operated by a push-pull cable mounted on the lower left side of the instrument panel. Cable knob is placarded and reads "PARKING BRAKE PULL ON PUSH OFF", below knob on instrument panel is a placard with $\frac{1}{8}$ " letters which reads "parking brake: apply brakes before setting or releasing".
- 5) All practised procedures conform to appropriate paragraphs of Chapter 10 of AC 43.13-1A.

-----END-----

ADDITIONAL SHEETS ARE ATTACHED