

PA17 Install 7/16 Strat Jorks APR 20 1992

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
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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) 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
 04-20-92 *Robert M. [Signature]*
 Date 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	B. KIND OF AGENCY	C. CERTIFICATE NO.
Kenwood C. Cassens RD 2 Box 52-0 Stone Ridge, N.Y. 12484	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P 1575986
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input 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 2-8-92	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenwood C. Cassens</i>
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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 <i>April 23 92</i>		CERTIFICATE OR DESIGNATION NO. 2254031 IA		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John [Signature]</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) Removed the original 3/8" strut fork barrels from all four wing struts.
- 2) Visually inspected all wing strut interiors for any corrosion, and found all struts to be in good condition and free of corrosion.
- 3) Welded new 7/16" strut fork barrels, P/N-10432, in each wing strut.
- 4) Sealed upper end of each wing strut, by welding in a steel bushing of the appropriate size, and reamed to accept the original attaching AN-5 bolt.
- 5) Items # 1, and # 3, above are covered in PIPER S/B 120.
- 6) All welding was done by oxy-acetylene in accordance with procedures set forth in Ch. 2 Section 1 & 2 of AC 43.13-1A.
- 7) Struts were filled with the specified amount of Stits Tube-Seal MIL. SPEC. NO. L-21260.
- 8) All struts were sandblasted and primed with two coats of two-part epoxy primer, PPG Finishes DP 40, prior to the color finish.
- 9) Installed four new 7/16" strut forks P/N-13770-02.

END

ADDITIONAL SHEETS ARE ATTACHED