

PA-17

Venturis & Filler

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 ~~airframe~~ / 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
 04-17-92 *[Signature]*

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	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 12-8-91	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	INSPECTION AUTHORIZATION <input checked="" type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT <input type="checkbox"/> OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION 4-17-92	CERTIFICATE OR DESIGNATION NO. 2254031 IA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John C. Karkus</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 one 8" venturi tube on the belly cowling inside the left main landing gear "V".
- 2) The area where the venturi is attached has a .032" thick aluminum doubler approximately 3" larger than the base of the venturi. This is riveted on the inside of the cowling, four 10-32 screws and AN-366 anchor nuts are used to secure the venturi.
- 3) A combination of 3/8" x .035" aluminum and noncollapsible, flexible tubing are used to connect to a turn & bank, and directional gyro.
- 4) An AIRBORNE PRODUCTS central system filter P/N 1J7-1 is used, which is mounted to the airframe structure behind the instrument panel left hand side.
- 5) The appropriate paragraphs and tables in Ch.11 of AC 43.13-2 were used in determining the proper tubing size and vacuum loads.

-----END-----

NO

BY _____

THIS IS A LIMITED COPY OF A DOCUMENT WHICH IS THE PROPERTY OF THE FEDERAL AVIATION ADMINISTRATION. IT IS LOANED TO YOU FOR YOUR INFORMATION AND USE ONLY. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM THE FEDERAL AVIATION ADMINISTRATION.

ADDITIONAL SHEETS ARE ATTACHED