

MAJOR REPAIR AND ALTERATION
(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-18
	SERIAL NO. 18-1846	NATIONALITY AND REGISTRATION MARK N2115A
2. OWNER	NAME (As shown on registration certificate) BASE, EDWARD L. & SANDRA	ADDRESS (As shown on registration certificate) 2207 M STREET OMAHA, NE 68107

3. FOR FAA USE ONLY

This 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.

7/12/91 *Edward W. Garty*
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				

RECEIVED
JUL 09 1991
LINCOLN, NE FSDO

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS SCOTT L. ERICKSON 7834 HARNEY STREET #7 OMAHA, NE 68114	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. 520608968
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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 7/8/1991	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Scott Erickson</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 <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 7-22-91	CERTIFICATE OR DESIGNATION NO. 520608968	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Scott Erickson</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.)

REPLACED ORIGINAL DELCO-REMY STARTER WITH SKY TEC #122-12 USING ORIGINAL NEW HARDWARE. INSTALLATION DONE IN ACCORDANCE WITH PREVIOUSLY FIELD APPROVED 337, DATED 4/14/91 FOR PIPER PA-22, N2902P. THE EXISTING STARTER CABLE WAS CONNECTED TO THE STARTER. THE STARTER WAS FUNCTIONED TESTED SATISFACTORY.

FIND MANUFACTURES INFORMATION ATTACHED HERETO. THIS UNIT IS TEN (10) POUNDS LIGHTER THAN THE ORIGINAL UNIT AND IS OF A MORE MODERN DESIGN.

WEIGHT AND BALANCE DATA HAS BEEN REVISED.

END END END END END END END END

ADDITIONAL SHEETS ARE ATTACHED