

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	<i>Form Approved</i> <i>Budget Bureau No. 04-R060.1</i>
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-20
	SERIAL NO. 20-34	NATIONALITY AND REGISTRATION MARK N6937K
2. OWNER	NAME (As shown on registration certificate) Hudec, John V. & Belinda J.	ADDRESS (As shown on registration certificate) 7447 E. 126 st. N. Collinsville, Ok 74021

3. FOR FAA USE ONLY

The ~~data~~/data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43, section 43.7.

John V. Hudec
 DATE 6-9-92 FAA INSPECTOR-SW-FSDO, OKC

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 John V. Hudec 7447 E. 126 st. N. Collinsville, Ok 74021	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 292428383

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 5-29-92	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John V. Hudec</i>
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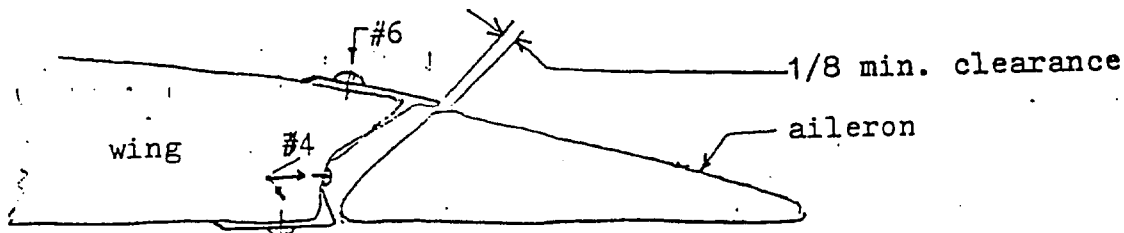
7. APPROVAL FOR RETURN TO SERVICE				
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED				
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	<input checked="" type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL	

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.

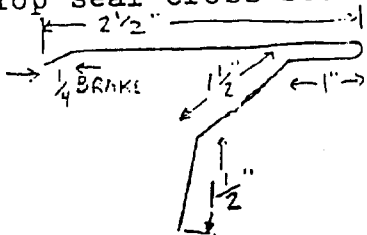
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Aileron gap seals constructed of .016" 2024-T3 aluminum and attached to aileron well with #6 type A sheet metal screws on approximately 4" centers along top and attached on back of well and bottom of well with #4 A sheet metal screws on same 4" centers. seals positioned for 1/8" clearance at closest points to moving aileron.

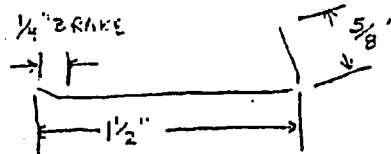


Upper Gap seals constructed and mounted the same as stock Piper upper flap gap seals.

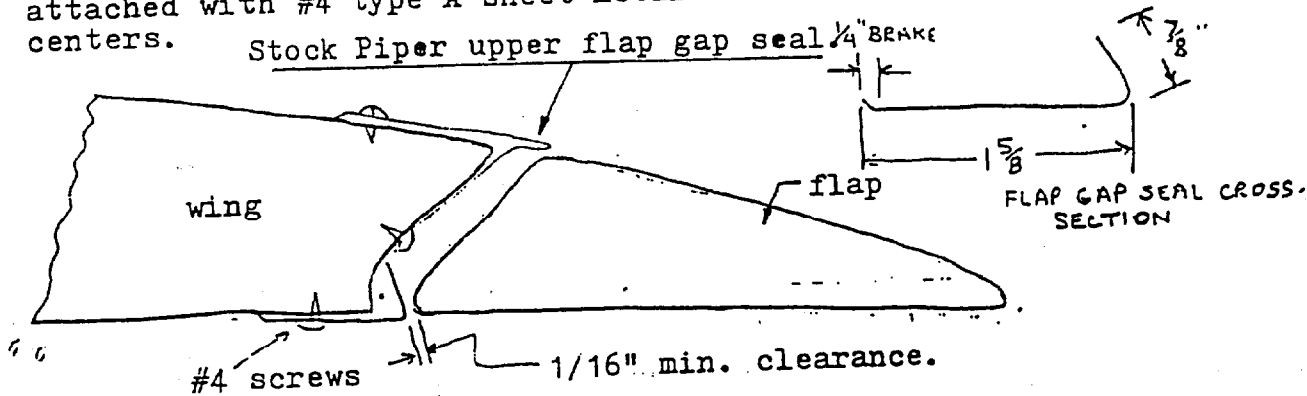
Top seal cross section



Bottom seal cross section



2. Lower flap gap seals constructed of .016" 2024-T3 aluminum and attached with #4 type A sheet metal screws on approximately 4" centers. Stock Piper upper flap gap seal



3. Total weight increase is 2.2 lbs on station 110". Aircraft weight and balance form generated to reflect this alteration and entered into permanent A/C records. New aircraft weight is 1127.7 lbs. New moment is 80622.4. New CG is 71.5".

4. Installation in accordance with AC 43.13-2A chap 1 par 4 thru 10.

END

ADDITIONAL SHEETS ARE ATTACHED