



MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Piper	Model PA-22-135
	Serial No. 22-1646	Nationality and Registration Mark N3383A
2. Owner	Name (As shown on registration certificate) Frank P. Sperandeo III	Address (As shown on registration certificate) 15841 Pear Cir. Fayetteville, AR 72704

3. For FAA Use Only

THE ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7
4/13/96 DATE *[Signature]* FAA INSPECTOR

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 K. V. Turney 17654 Marshall St. Garfield, AR 72732	B. Kind of Agency	C. Certificate No. 1464298
	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certified 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 25, March 1996	Signature of Authorized Individual <i>K. V. Turney</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 Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection 3/25/96		Certificate or Designation No.	Signature of Authorized Individual <i>K. V. Turney</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.

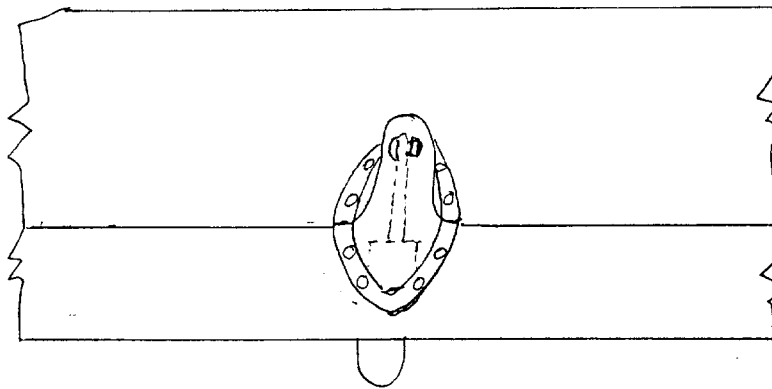
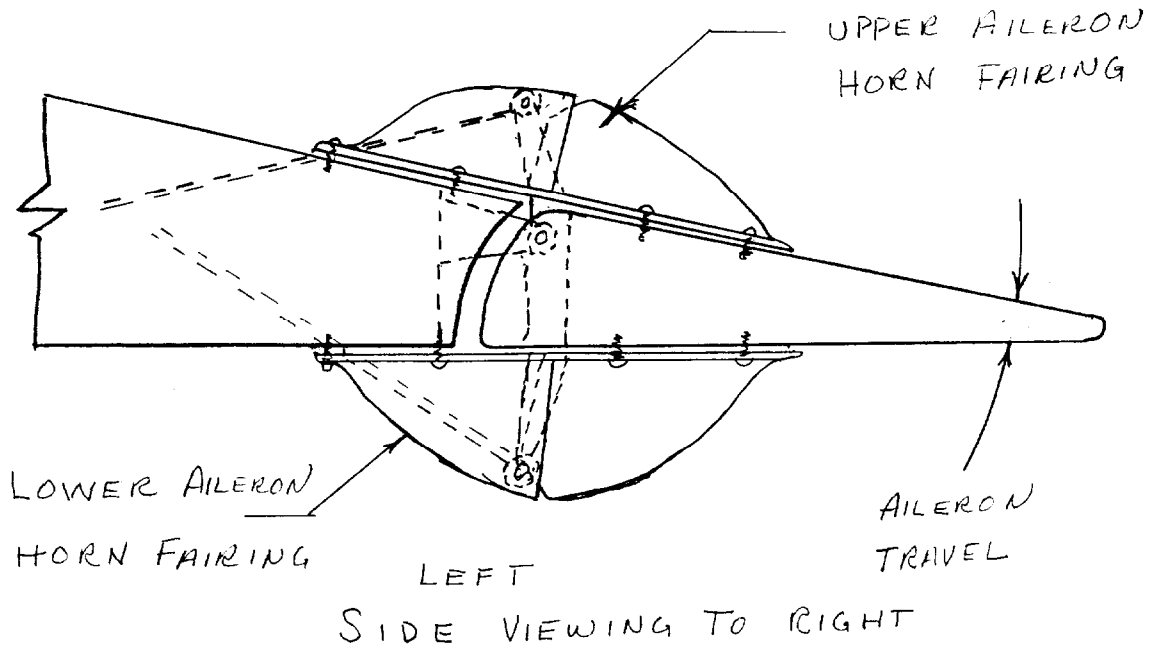
8. Description of Work Accomplished

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

1. Installed molded fiberglass fairings for ~~upper and lower aileron horns~~ for PIPER PACER PA22/20 N3383A. Fairings are fastened to imbedded aluminum sheet metal, which is sandwiched between the fabric, with stainless steel #4 truss/Philip head sheet metal screws. The rear section of fairing telescopes into the mating front section, when aileron is actuated, and they are lubricated by UHMW POLYETHYLENE tape affixed on the rear inside of the front fairing. All surfaces are painted and the screws are installed with Loctite adhesive. See attached Sheet #1.

2. This alteration did not change existing weight and balance of aircraft.

* * * * * END * * * * *



VIEW FROM REAR OF WING