



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 Sperandio III	Address (As shown on registration certificate) 15841 Pear Circle Fayetteville, AR 72704

THIS INFORMATION IS FOR FAA USE ONLY. IT IS NOT TO BE RELEASED TO THE PUBLIC. THIS INFORMATION IS SUBJECT TO CONFIRMATION INSPECTION BY A PERSONNEL (FAR 43.1)

01-11-01

[Signature]
FAA Inspector

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No	Repair	Alteration
AIRFRAME	(As described in item 1 above)			X	
POWERPLANT					X
PROPELLER					
APPLANCE	Type				
	Manufacturer				

6. Conformity Statement		
A. Agency's Name and Address Robert Dean 14693 Wilmoth Fayetteville, AR 72704	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 162528784

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 Sept 00	Signature of Authorized Individual <i>[Signature]</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 Field Standards Inspector	Manufacturer <input checked="" type="checkbox"/>	Inspection Authorization
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection 11 Jan 01		Certificate or Designation No. 162528784 IA	Signature of Authorized Individual <i>[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. Remove existing Chrysler alternator as installed by 337 dated 4-3-96. (See attached referenced Sheet 1&2)

2. Installed B & C alternator Pt. # L-60 in accordance with previously approved 337 dated 2-19-93, on aircraft N1221A (Sheet 3&4) and previously approved 337 dated 1-18-93 on aircraft N6888B. (Sheet 5&6)

a) engine is of like make and model

b) engine type is physically identical differing in horsepower only. Ref. aircraft model number PA-18A-150

3. See current service instructions in Piper maintenance manuals for instructions for continuing airworthiness inspection criteria.

4. No significant change of existing weight and balance.

***** END *****

Additional Sheets Are Attached



MAJOR REPAIR AND ALTERATION

(Airframe, Powerplant, Propeller, or Appliance)

Form Approved **SMRT 1**
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. Sperandio 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 AIRCRAFT
INSPECTION REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED
AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN
FAR 43.9

3/25/96
DATE
[Signature]
FAA INSPECTOR

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No
K. V. Turney 17654 Marshall St. Garfield, AR 72732	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	1464298
	<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 25, March 1996	Signature of Authorized Individual <u>K. V. Turney</u>
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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 FII Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 3/25/96		Certificate or Designation No.	Signature of Authorized Individual <u>K. V. Turney</u>	

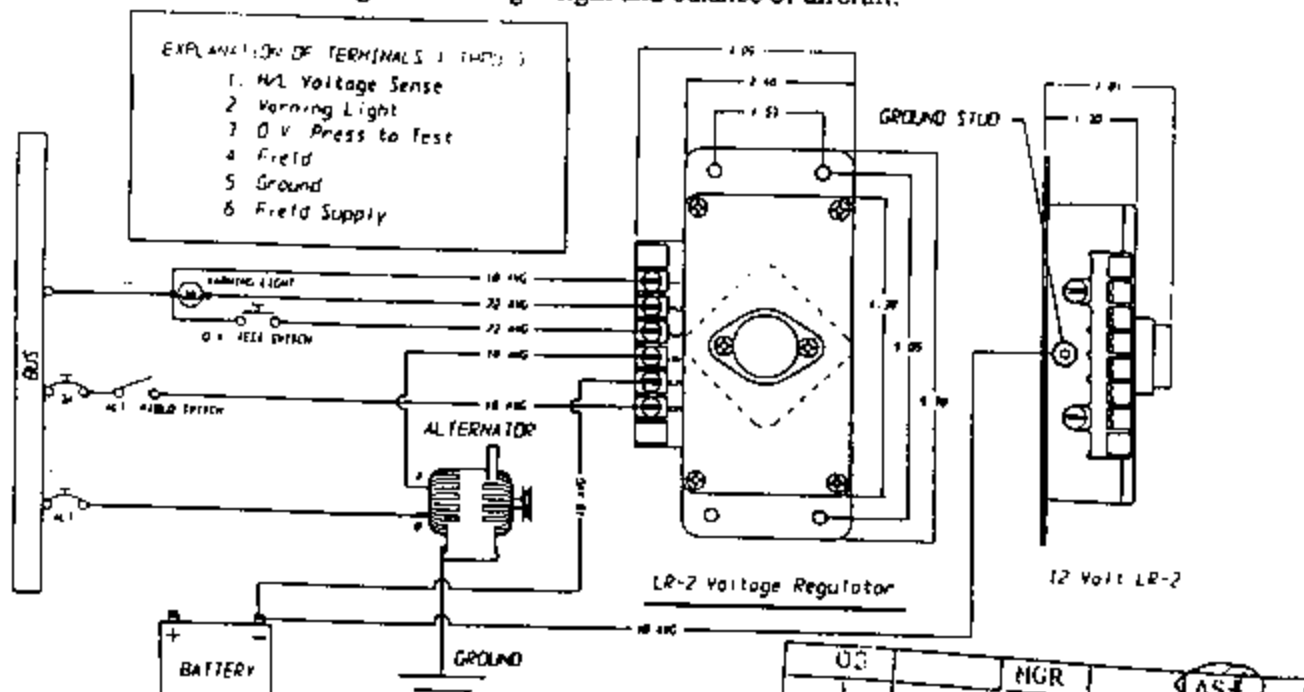
NOTICE

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.

6. 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 existing 6 volt Delco-Remy generator, and output wiring.
2. Installed Chrysler alternator #2642997 (12V), 60 AMPS, which was removed from an O-320 Lycoming engine..
3. Original flywheel replaced with late style flywheel with narrow belt pulley for alternator drive.
4. Alternator bracket was used with an additional steel spacer to facilitate alignment with engine pulley. All adjustments brackets are safety wired.
5. Installed Gates 3VX375 drive belt for alternator. Replacement of this belt should be with the same or like belt.
6. Installed 60 AMP circuit breaker, Potter-Brumfield P/N W23X1A1G60.
7. Installed #8 wire MIL-W-5086 from alternator to circuit breaker. Wrapped wire bundle forward of firewall with fiberglass tubular shielding.
8. All wiring up-graded and installed in accordance with AC 43.13-1A SEC 3 FIG 11-7.
9. No significant change of existing weight and balance of aircraft.



END

05			
1	NGR		AS-7
2	AO		1
3	CS		2
4	AP		3
5	RF		4
6	ASA1		5
7	ASA2		6
	ASL		7
	OTHER		8

MAR 23 1996

FEB 2 1996

FAA Form 3360-11 Additional Sheets Are Attached

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

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-18
	Serial No 18-832	Nationality and Registration Mark N1221A
2. Owner	Name (As shown on registration certificate) Charles Gerbi	Address (As shown on registration certificate) 12701 Glacier Highway Juneau, Alaska 99801

3. For FAA Use Only

This data/alteration herein complied 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.

Donald R. Green
Principal Airworthiness Inspector

2-19-93
Date Signature

4. Unit Identification

Unit	Make	Model	Serial No	5. Type	
				Repair	Alteration
AIRFRAME	(As described in item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address JIM INGRAHAM 354 BRIGHT DAY DR. WOODLAND, CA	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 <div style="font-size: 1.5em; text-align: center;">547781172</div>
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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 2-19-93	Signature of Authorized Individual
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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	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection 2-22-93		Certificate or Designation No 547781172	Signature of Authorized Individual 	

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.)

Removed Delco Remy 12V generator and regulator. Installed B&C Specialty Products Alternator, part number L40, in accordance with "L-40 Installation Instructions" dated 3/92. Installed B&C Specialty Products Regulator part number LR-2, in accordance with "Installation of LR-2 Voltage Regulator" dated 7/92. Installed with new AN hardware and electrical wiring. All work done in compliance with AC 43-13-1A Chapter 11, Sections 2 and 3. Revised weight and balance.

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END



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

Form Approved
OMB No. 2120-0070
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 USC 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 Serial No. 18-5706	Model PA18A-150 Nationality and Registration Mark N6888B
2. Owner	Name (As shown on registration certificate) Venell Farms Inc.	Address (As shown on registration certificate) Route 3, Box 529 Corvallis, OR 97330

DUPLICATE

3. For FAA use, this aircraft 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.

Date **JAN 18 1993** Inspector *Floyd W. Gaston*

4. Unit Identification
**Floyd W. Gaston
PRINCIPAL MAINTENANCE INSPECTOR
Seattle FSDO NM-01**

Class	Make	Model	5. Type	Repair	Alteration
AIRFRAME (As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

A. Agency Name and Address
**Jim Richmond
Cub Crafters, Inc.
P. O. Box 9823
Yakima, WA 98909-0823**

6. Conformity Statement
 Kind of Agency
 FAA Certified Repair Station
Foreign Certified Repair Station
Certified Repair Station
Manufacturer

C. Certificate No.
531645401

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 Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date
January 20, 1993

Signature of Authorized Individual
Jim Richmond

7. Approval for Return to Service

Consent 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**

FAAIB Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Office (Specify)
FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection January 20, 1993	Certificate or Declaration No. 567906869		Signature of Authorized Individual <i>Floyd W. Gaston</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.

Description of Work Accomplished

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

- DUPLICATE
- A 160 Hp engine was installed I.A.W. STC #SA682AL with the following exceptions:
1. An O-320 B2C engine was used instead of the O-320 B2B called for in the STC.
 2. A lightweight B & C starter was installed in place of original starter.
 3. A lightweight B&C Model L-40, 40 Amp alternator and linear regulator Model B&C LR-2 were installed in place of the original 20 Amp generator and regulator.
 4. The original Sensenich M74DM-0-56 propeller was retained.

The equipment list and weight and balance data reflect this change.

-----END-----

Additional Sheets Are Attached



U.S. Department of Transportation
Federal Aviation Administration

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (For Field Approvals-FAA Form 337)

A/C Make Piper Model: PA22-160 S/N: 22-1646 Reg. #: N13393A
 Revision: _____ Date: 12 Sept 00

This sixteen item checklist are Instructions for Continued Airworthiness (ICA), to comply with FAA Handbook Bulletin for Airworthiness (HBAW 98-18 Dated October 7, 1998), are applicable to the aircraft listed above when the following equipment is installed:

SYSTEM:

ITEM	CHECKLIST INFORMATION
1.	<p>Introduction: This section briefly describes the aircraft, engine, propeller, or component that has been altered. Include any other information on the content, scope, purpose, arrangement, applicability, definitions, abbreviations, precautions, units of measurement, referenced publications, and distribution of the ICA as applicable.</p> <p>Comments: <u>Aircraft Alternator change to Part Number L-60 made by BAC Specialty Products</u></p>
2.	<p>Description: Of the major alteration, its functions, including an explanation of its interface with other systems, if any.</p> <p>Comments: <u>replaces obsolete generator with modern alternator system</u></p>
3.	<p>Control: Operation information: Or special procedures, if any.</p> <p>Comments: <u>operation is identical to original equipment</u></p>
4.	<p>Servicing information: Such as types of fluids used, servicing points, and location of access panels, as appropriate.</p> <p>Comments: <u>unchanged</u></p>
5.	<p>Maintenance Instructions: Such as recommended inspection/maintenance periods in which each of the major alteration components are inspected, cleaned, lubricated, adjusted, tested, including applicable wear tolerances and work recommended at each scheduled maintenance period. This section refers to the manufacturers' instructions for the equipment installed where appropriate (e.g., functional checks, repairs, inspections.) It should also include any special notes, cautions, or warnings, as applicable.</p> <p>Comments: <u>unchanged</u></p>
6.	<p>Trouble shooting information: Information describing possible malfunctions, how to recognize those malfunctions, and the remedial actions to be taken.</p> <p>Comments: <u>Trouble shooting & repairs consistent with industry standard methods of alternator system testing and repair.</u></p>

7.	<p>Removal and replacement information: This section describes the order and method of removing and replacing products, parts and any necessary precautions. This section should also describe or refer to manufacturer's instructions to make required tests, trim checks, alignment, calibrations, center of gravity changes, tilting or shoring, etc., if any.</p> <p>Comments: <i>unchanged</i></p>
8.	<p>Diagrams: Of access plates and information, if needed, to gain access for inspection.</p> <p>Comments: <i>N/A</i></p>
9.	<p>Special inspection requirements: Such as X-ray, ultrasonic testing, or magnetic particle inspection, if required.</p> <p>Comments: <i>N/A</i></p>
10.	<p>Application of protective treatments: To the affected area after inspection and/or maintenance, if any.</p> <p>Comments: <i>N/A</i></p>
11.	<p>Data: Relative to structural fasteners such as type, torque, and installation requirements, if any.</p> <p>Comments: <i>AL43-13-1B should be consulted for standard torque values</i></p>
12.	<p>List of special tools: Special tools that are required, if any.</p> <p>Comments: <i>N/A</i></p>
13.	<p>For commuter category aircraft: The following additional information must be furnished, as applicable:</p> <ul style="list-style-type: none"> A. Electrical loads B. Methods of balancing flight controls C. Identification of Primary and secondary structures D. Special repair methods applicable to the airplane. <p>Comments: <i>N/A</i></p>
14.	<p>Recommended overhaul periods: Are required to be noted on the ICA when an overhaul period has been set by the manufacturer of a component, or equipment. If there is no overhaul period, the ICA should state for item 14: No additional overhaul time limitations.</p> <p>Comments: <i>no additional overhaul requirement imposed.</i></p>

15.	<p>Airworthiness Limitation Section: Include any "approved" airworthiness limitations identified by the manufacturer or FAA Type Certificate Holding Office (e.g., An STC incorporated in a larger field approved major alteration may have an airworthiness limitation.) The FAA inspector should not establish, alter, or cancel airworthiness limitations without coordinating with the appropriate FAA Type Certificate Holding Office. If there are no changes to the airworthiness limitations, the ICA should state for item 15: "No additional airworthiness limitations" or "Not Applicable."</p> <p>Comments: N/A</p>
16.	<p>Revision: This section should include information on how to revise the ICA. For example, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.</p> <p>Comments: N/A</p>

Note:

Implementation and Record Keeping: For major alterations performed in accordance with FAA Field Approval policy, the owner/ operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 91.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated 5/28/98) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

For major alterations performed in accordance with a field approval on air carrier aircraft, the air carrier operator is

Responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHUDO).

For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419 b).

For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to the new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA is located/attached to Block 8 of FAA Form 337, dated 5/28/98). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.