



US Department of Transportation  
Federal Aviation Administration

**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/REPAIR 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  
4/3/96 DATE *Ned J. Hall* 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. Certified Mechanic	
	<input type="checkbox"/> Foreign Certified 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

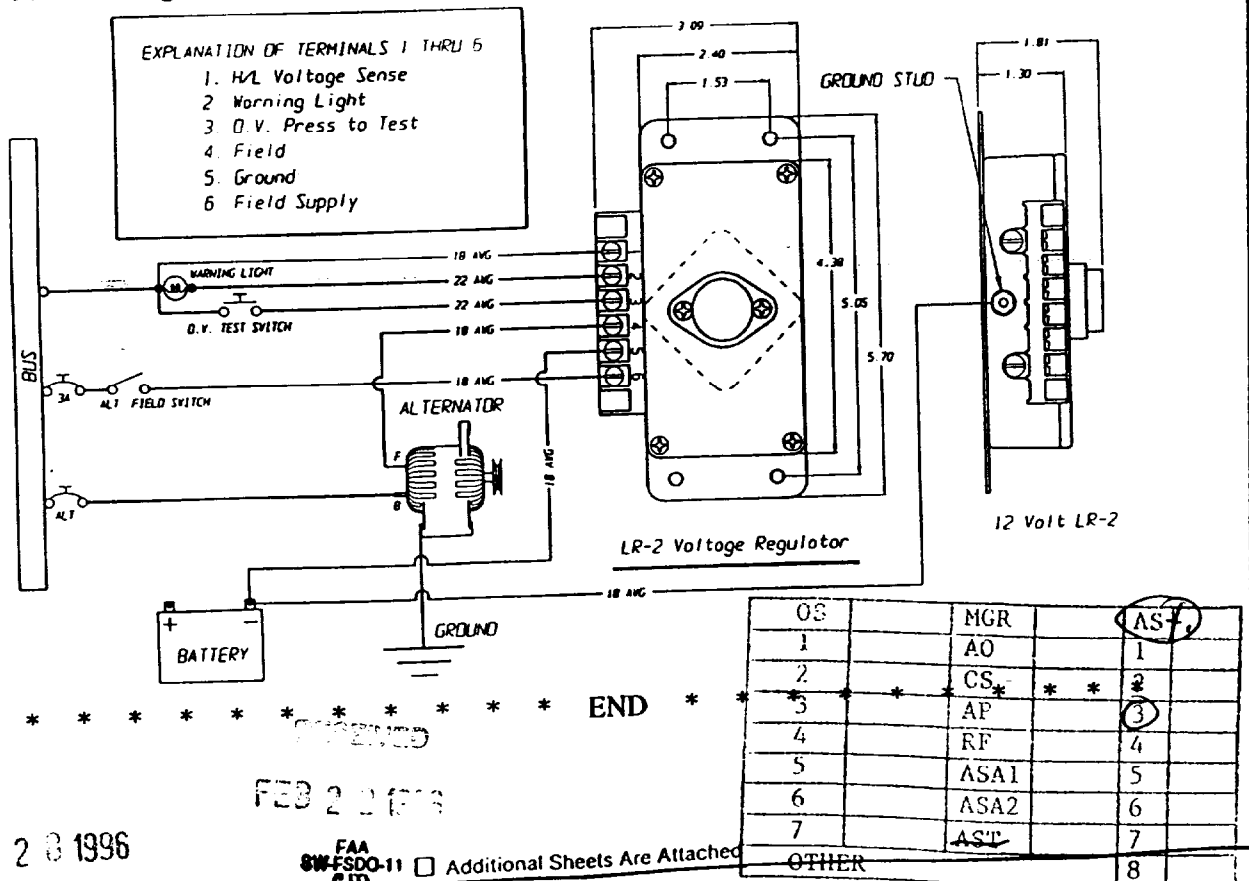
BY	FAA Fit Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection 3/25/96	Certificate or Designation No.	Signature of Authorized Individual <i>K. V. Turney</i>		

**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. Removed existing 6 volt Delco-Remy generator, and output wiring.
2. Installed ~~Delco-Remy~~ 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 adjustment 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 W23XIA1G60.
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.



MAR 28 1996

FAA SW-FSDO-11  Additional Sheets Are Attached  
CJD