

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-22-135
	SERIAL NO. 22-1583	NATIONALITY AND REGISTRATION MARK N3300A
2. OWNER	NAME (As shown on registration certificate) 7BCM PA20 Corporation	ADDRESS (As shown on registration certificate) 625 1st Ave. Coralville, Iowa 52241

3. FOR FAA USE ONLY

The data/alteration 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 F.A.R. 43.7 (a)

7-29-86 (date) Frederick H. Logg
F.A.A. Inspector, ACE-FSDO-61

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	B. KIND OF AGENCY	C. CERTIFICATE NO.
Randy L. Hudson Box 142 North Liberty, Iowa 52317	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A & P 479587665
	<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 7-29-86	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Randy Hudson</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 7-29-86	CERTIFICATE OR DESIGNATION NO. 479587665	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Randy Hudson</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.

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

PROPOSED N3300A

1. Installed Hartzell HC-C2YL-1B/7663-4 propeller.
2. Installed Hartzell model D-1-6 propeller governor.
3. Installed Hartzell P/N 835-23 propeller spinner.
4. Fabricated a box of .032 stainless steel sheet metal and installed in the firewall to allow clearance for propeller governor. See attached drawing.
5. Replaced the original muffler assembly with Piper part number 14434-00 muffler assembly (PA-18 muffler) to allow clearance for propeller governor. Adapted original carburetor heat system.
6. Weight and Balance

<u>WEIGHT</u>	<u>ARM</u>	<u>MOMENT</u>
1189	12.40	14748

CG Limits

17.5 To 24.0	at 1950 lbs.
12.0 To 24.0	at 1490 lbs.
11.5 To 24.0	at 1240 lbs. or less

-END-

ADDITIONAL SHEETS ARE ATTACHED

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
FOR

PIPER PA-22-135

REG. No. N3300A

SER. No. 22-1583

This supplement must be attached to the FAA Approved Airplane Flight Manual dated September 3, 1954, when Hartzell HC-C2YL-1B/7663-4 Constant Speed Controllable Propeller is installed in accordance with FAA Form 337 dated April 14, 1986. The information contained herein supplements the information of the basic Airplane Flight Manual. For LIMITATIONS, PROCEDURES, and PERFORMANCE information not contained in this supplement, consult the basic Airplane Flight Manual.

I. LIMITATIONS:

Engine Lycoming O-320-A1A
For all operations--2700 RPM, 150 Hp.
Do not exceed 25 in. manifold pressure with 2300 RPM or less.

Propeller Hartzell Model HC-C2YL-1B/7663-4 Constant Speed Controllable.
Hub HC-C2YL-1B, Blades 7663-4.
Pitch settings: High 28 deg. Low 12 deg. at 30 in. station.
Diameter Not over 72 in.
Not under 70.5 in.

Placards required: on the instrument panel adjacent to the propeller
pitch control

"PROPELLER-PUSH TO INCREASE RPM".

II. PROCEDURES:

No Change.

III. PERFORMANCE:

The performance of this airplane equipped with the Hartzell HC-C2YL-1B/7663-4 propeller is equal to or better than the performance as listed in the original flight manual.



Manager, Wichita Aircraft Certification Office
Wichita, Kansas
Central Region

Date 7/25/86

II. PROCEDURES:

No Change.

III. PERFORMANCE:

The performance of this airplane equipped with the Hartzell HC-C2YL-1B/7663-4 propeller is equal to or better than the performance as listed in the original flight manual.

Weight and Balance Data for
Hartzell HC-C2YL-1B/7663-4
Constant Speed Propeller
Installation on Piper PA-22

	Weight	Arm
Hartzell HC-C2YL-1B/7663-4 Constant Speed Propeller	46.0	-50
Hartzell 835-23 Spinner Assembly	3.0	-52
Hartzell D-1-6 Propeller Governor	3.0	-25