

Copy
4

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-22/20-150 |
| | Serial No. 22-7265 | Nationality and Registration Mark N3328Z |
| 2. Owner | Name (As shown on registration certificate) Hawley, Luther S. | Address (As shown on registration certificate) 1285 W Paintbrush Pl. Tucson, AZ 85704 |

3. For FAA Use Only: The information 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.

Marion L. Childers 04-26-94
FAA INSPECTOR WP 07 DATE

| 4. Unit Identification | | | | 5. Type | |
|------------------------|--|-------|------------|---------|------------|
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | ~~~~~ (As described in Item 1 above) ~~~~~ | | | | |
| POWERPLANT | | | | | X |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|--|--|--|
| A. Agency's Name and Address Luther S. Hawley 1285 W Paintbrush Pl. Tucson, AZ 85704 | B. Kind of Agency | C. Certificate No. 552527123 |
| | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | |
| | <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 April 24, 1994 | Signature of Authorized Individual <i>Luther S. Hawley</i> Luther S. Hawley |
|-------------------------------|--|

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 | Person Approved by Transport Canada Airworthiness Group | |

| | | |
|--|--|---|
| Date of Approval or Rejection <i>May 11, 1994</i> | Certificate or Designation No. 552527123 | Signature of Authorized Individual <i>Luther S. Hawley</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.)

Install Harrison Oil Cooler, model #AP07AU06-03, Serial number NN-4708, on left rear engine baffle. Oil cooler was removed from a Mooney M20-C and will be installed in this installation in a similar manner using acceptable methods, techniques, and practices. The cooler was cleaned, inspected, and tested to 120 psi and submerged in water to check for leaks.

A new left rear engine baffle will be fabricated and reinforced using the original as a pattern. New Aeroquip 601 hoses will be installed and secured as necessary.

A new weight and balance will be done at the conclusion of the aircraft restoration.

-----END-----