

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 01-RO601

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION

SW-FSDO-65

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 PA 22	MODEL PA 22--160
	SERIAL NO 22-5777	NATIONALITY AND REGISTRATION MARK N86483
2. OWNER	NAME (As shown on registration certificate) James R. Younkin	ADDRESS (As shown on registration certificate) 1500 S. Old Mo. Rd. Springdale, Ark. 72764

3. FOR FAA USE ONLY

The alteration identified 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.

2/21/88 *[Signature]*  
Date FAA Inspector SW-FSDO-65

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS R. L. Younkin 35 Appleby Rd. Fayetteville, Ark. 72703	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. 1271441 AWP
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse of 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 July 21, 1988	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  APPROVED  REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNER	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION July 21, 1988	CERTIFICATE OR DESIGNATION NO. 1271441	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.

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

A gap seal was installed in the void between the elevator and stabilizer. This seal consists of two T section strips coupled together by an elastic element. The top or bar of each T is a thin aluminum (.025") strip wrapped with a heavy anti chaffing film. The stem of the T is a strip of hardwood. The top is fastened to the stem by self tapping screws. The coupling elastic band is spiral wrapped around the two T stems and captivated within each T. For appearance only a second metal strip is fastened to the upper surface of the top T. Installation and removal of the assembly is accomplished by removing the lower T bar and inserting or removing the remainder of the assembly from above.

*Placarded "Check bungee prior to Flight"*

*This installation Flight tested to maximum airspeed allowed and no abnormal characteristics*

*NOTED Signed [Signature] (Pilot)*  
*END*

OS			(AS)
01	APS		A1
02	RECEIVED		A2
03			A3
04	JUL 25 1988		A4
05	FAA		A5
06	SW-FSDO-65 (LIT)		A6
	AST		
	1	2	3

OS	MGR		(AS)
01	APS		A1
02	RECEIVED		A2
03			A3
04	AUG 2 1988		A4
05	FAA		A5
06	SW-FSDO-65 (LIT)		A6
	AST		
	1	2	3

ADDITIONAL SHEETS ARE ATTACHED