

MASTER

Replacing Lye - 0-290-D
Eng. w/ 0-290-D2

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION
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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
	SERIAL NO. 22-347	NATIONALITY AND REGISTRATION MARK N1431A
2. OWNER	NAME (As shown on registration certificate) Arpke, Douglas K.	ADDRESS (As shown on registration certificate) 3502-199th Pl. S.W. Lynnwood, WA 98036

3. FOR FAA USE ONLY

THE DATA/ALTERATION 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.

4-15-83
 Date
Mark E. Howe
 FAA Inspector, MW-1500-51

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

6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS Mark E. Howe 1926 W. Casino Rd. #D-101 Everett, WA 98204	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. AP483624195

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 March 20, 1983	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mark E. Howe</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 FLT STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 4-15-83	CERTIFICATE OR DESIGNATION NO. 483624195	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Mark E. Howe</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.)

Removed Lycoming engine, Model O-290-D, and replaced it with Lycoming engine, Model O-290-D2 (S/N 7004-21). The replacement engine was installed in a manner identical to that of the engine removed. No change in oil cooler mounting or location was made. The oil cooler is a 12-plate Harrison radiator, mounted on the firewall, with cooling air obtained from above the engine (within the cowling) through the Piper oil cooler air duct. Propeller installed is a Sensenich Model M76AM-2. No other changes were made.

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ADDITIONAL SHEETS ARE ATTACHED