



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

4/13/96
DATE
[Signature]
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 <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. 1464298 |
|---|---|--------------------------------------|

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 |
|------------------------|--|

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 FTL Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | <input type="checkbox"/> | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 3/25/96 | | Certificate or Designation No. | | Signature of Authorized Individual | |

NOTICE

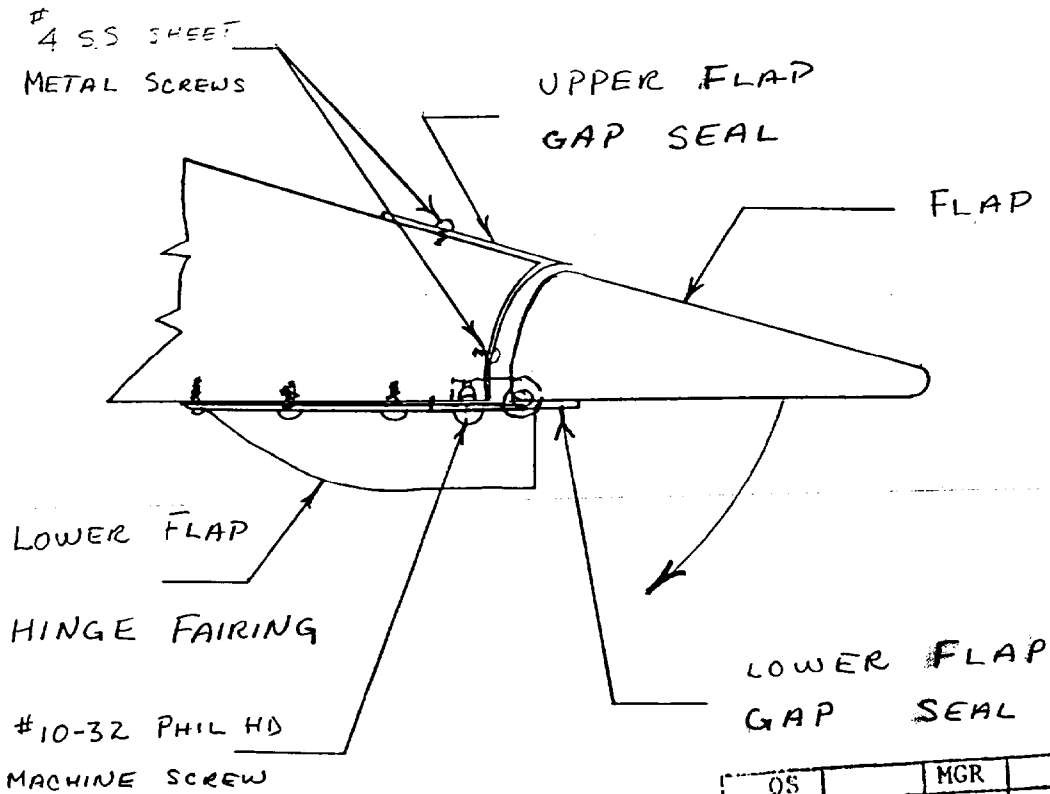
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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. Installed ~~upper and lower flap gap seals~~ with fabricated 2024T6, .020 aluminum sheet metal. The upper seal is fastened in place (see below) with #4 S.S. sheet metal screws spaced 3" apart over a 30" span. The lower seal is fastened in place with #10-32 machine screws and #10-32 anchor nuts. (MS21047) - (AN366-102303). All surfaces are primed and painted.
2. This alteration did not change existing weight and balance of aircraft.

SIDE VIEW



MAR 2 3-1996 * * * * * END *

REMOVED

FEB 2 1-1996 Additional Sheets Are Attached

FAR SW-100-11 (1)

| | | |
|-------|------|-----|
| OS | MGR | AST |
| 1 | AO | 1 |
| 2 | CS | 2 |
| 3 | AP | 3 |
| 4 | RF | 4 |
| 5 | ASA1 | 5 |
| 6 | ASA2 | 6 |
| 7 | AST | 7 |
| OTHER | | 8 |