

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY

OFFICE IDENTIFICATION
GL-ESDO-63

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-22-150
	SERIAL NO. 22-7395	NATIONALITY AND REGISTRATION MARK N3500Z
2. OWNER	NAME (As shown on registration certificate) Alder, Larry George Kuyk, William Paul	ADDRESS (As shown on registration certificate) 525 W. Marshall Ferndale, Michigan 48220

3. FOR FAA USE ONLY

REPAIR AND ALTERATION MADE TO THE AIRCRAFT IDENTIFIED IN ITEM 1 ABOVE AND DESCRIBED ON THE REVERSE OF THIS FORM. THE REPAIR OR ALTERATION WAS 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.

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 William P. Kuyk 8436 Mabley Hill Rd. Fenton, Michigan 48430	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. A&P2039294
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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 8-5-74	SIGNATURE OF AUTHORIZED INDIVIDUAL William P. Kuyk
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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 FT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION October 17, 1974	CERTIFICATE OR DESIGNATION NO. 1903577	SIGNATURE OF AUTHORIZED INDIVIDUAL Linn Campbell		

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. Removed Narco VHT-3 receiver/transmitter and Narco VHT-3A transmitter and associated wiring.
2. Removed "Bird Dog" ADF receiver, inverter power supply, and associated wiring.
3. Removed ADF loop and sense antennae, existing Nav/Com antennae, and associated wiring.
4. Installed Narco MK-12A 360 ch. Nav/Com and King KMA-20 Aud. Panel and Marker receiver, and relocated Narco MK-5 Nav/Com in radio rack.
5. Installed King KR-80 ADF receiver and Narco VOA-9 Indicator in right instrument panel.
6. Installed Narco AT-50A Transponder and Piper glove box assy. below right instrument panel.
7. Installed Com antennae on forward upper wing root fairing with .040" 2024T3 aluminum doublers.
8. Installed ADF sense antenna at existing rudder location and fuselage top center.
9. Installed ADF loop antenna on .050" 2024T3 aluminum bracket fastened between bottom fuselage aluminum longerons with 6 AN526-632 screws and AN365 nuts.
10. Installed Marker antenna on lower left forward fuselage.
11. Installed Transponder antenna on lower right forward fuselage.
12. Installed Narco T-12MP-12A power supply and Narco UGR-2 glideslope receiver on inner lower right firewall and fuselage frame with AN526-832 screws, bushings, and AN363 nuts.
13. All units connected as per manufacturers installation instructions.
14. Radio circuits protected by circuit breakers.
15. Removed existing pitot tube and mounting bracket.
16. Fabricated new pitot mounting bracket of 2024T3 .032" aluminum to fit existing manufacturers location and method of attachment.
17. Fastened pitot holder (and heated pitot) with 4 AN526-832 screws and AN365 nuts.
18. Pitot head connected with #16 wire protected with spaghetti and routed in rear of rear spar channel. Circuit protected by SPST switch and 10 amp. circuit breaker.
19. Total electrical load does not exceed 80% of alternator capacity. Aircraft test flown at gross weight configuration for airspeed indicator accuracy confirmation.
20. All work conforms to the requirements of AC43.13-1&2. See accompanying diagrams for pertinent details. See aircraft weight and balance forms for weight and moment changes.

