

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

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.

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

4. UNIT IDENTIFICATION

5. TYPE

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	B. KIND OF AGENCY	C. CERTIFICATE NO.
William P. Kuyk 8436 Mabley Hill Rd. Fenton, Michigan 48430	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	A&P2039294
	<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 6, 1974	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William P. Kuyk</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 RT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION October 17, 1974	CERTIFICATE OR DESIGNATION NO. 1903577	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Lynn Campbell</i>		

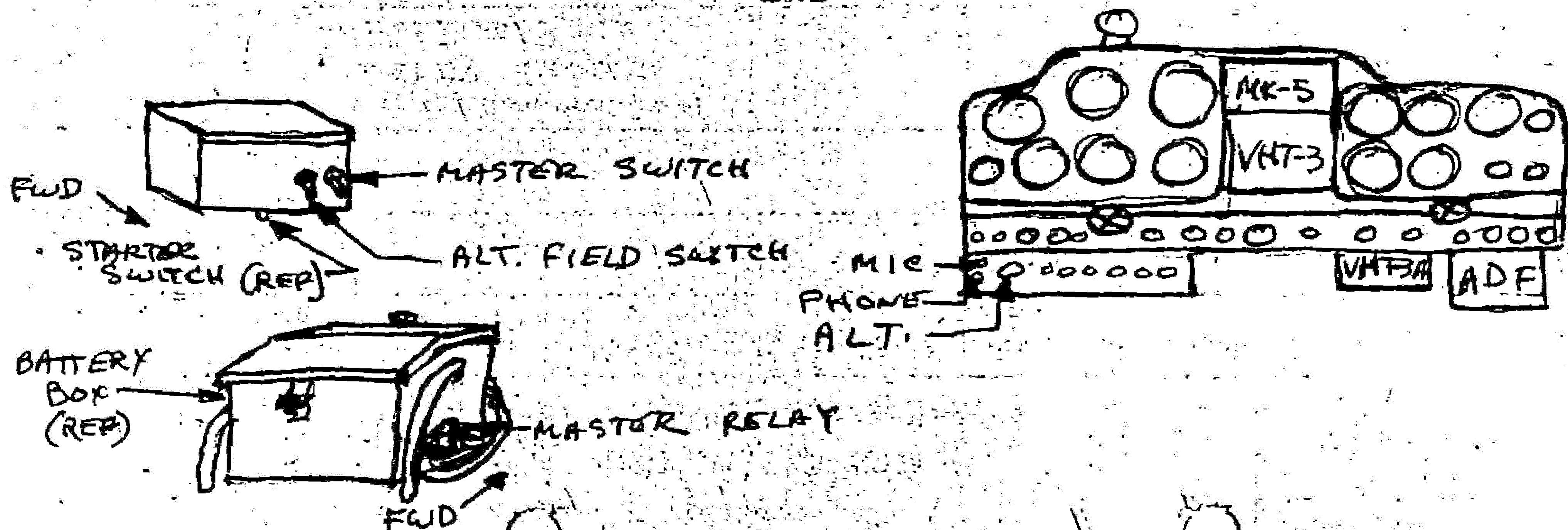
NOTICE

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.

B. 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 8" venturi, vacuum turn and bank, and AN type directional gyro.
2. Installed Lycoming P/N 72970 vacuum pump gear assy., P/N 61098 vacuum pump adapter assy. in rear of engine.
3. Installed Airborne P/N 211CC dry vacuum pump on vacuum pump adapter assy.
4. Installed Airborne P/N 133A3 vacuum regulator in upper firewall.
5. Connected vacuum pump and regulator with MIL-H-6000x5/8" hose and stainless steel hose clamps.
6. Installed 3" directional gyro, 0-10"hg. vacuum gage, and Airborne central gyro air filter.
7. Connected gyros with MIL-H-6000x $\frac{1}{2}$ " hose and existing plumbing fittings.
8. Installed Brittain electric turn and bank indicator protected by a 2 amp. circuit breaker.
9. Removed existing #10 wire from buss to ammeter to fuse box under pilot's seat.
10. Installed larger circuit breaker panel fabricated of .056" 2024T3 aluminum.
11. Relocated VHT-3A under co-pilot's panel.
12. Installed #8 wire MIL-W-5086 from buss to ammeter to battery side of starter relay located under pilot's seat.
13. Removed DPDT center off master switch and wiring.
14. Installed DPST master switch in existing location and SPST alternator field switch adjacent to master switch. Switches codified and placarded.
15. Installed master relay on side of battery box with AN4 bolts and AN363 nuts.
16. Connected battery, master relay, and starter relay with MIL-W-7072A aluminum cable.
17. Connected master switch and master relay with #18 wire. Protected exposed terminals on master relay with rubber terminal protectors.
18. All work conforms to the requirements of AC43.13-1&2 and/or Piper or Lycoming installation data, as applicable. See accompanying wiring diagram for pertinent details. See aircraft weight and balance forms for weight and moment changes.

-END-



ADDITIONAL SHEETS ARE ATTACHED

