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U.S. Department of Transportation
Federal Aviation Administration

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-22/20-150
	Serial No. 22-7265	Nationality and Registration Mark N3328Z
2. Owner	Name (As shown on registration certificate) Hawley, Luther S.	Address (As shown on registration certificate) 7300 N. San Anna Dr. Tucson, AZ 85704

3. For FAA Use Only The alteration/data identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

Margaret A. Childers
FAA INSPECTOR
Principal Airworthiness Inspector
DATE (OCT 21) 1993

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 Luther S. Hawley 7300 N. San Anna Dr. Tucson, AZ 85704	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. 552527123
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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 August 4, 1993	Signature of Authorized Individual <i>Luther S. Hawley</i> Luther S. Hawley
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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 Fil. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection October 26, 1993	Certificate or Designation No. 552527123IA	Signature of Authorized Individual <i>Luther S. Hawley</i> Luther S. Hawley
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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.

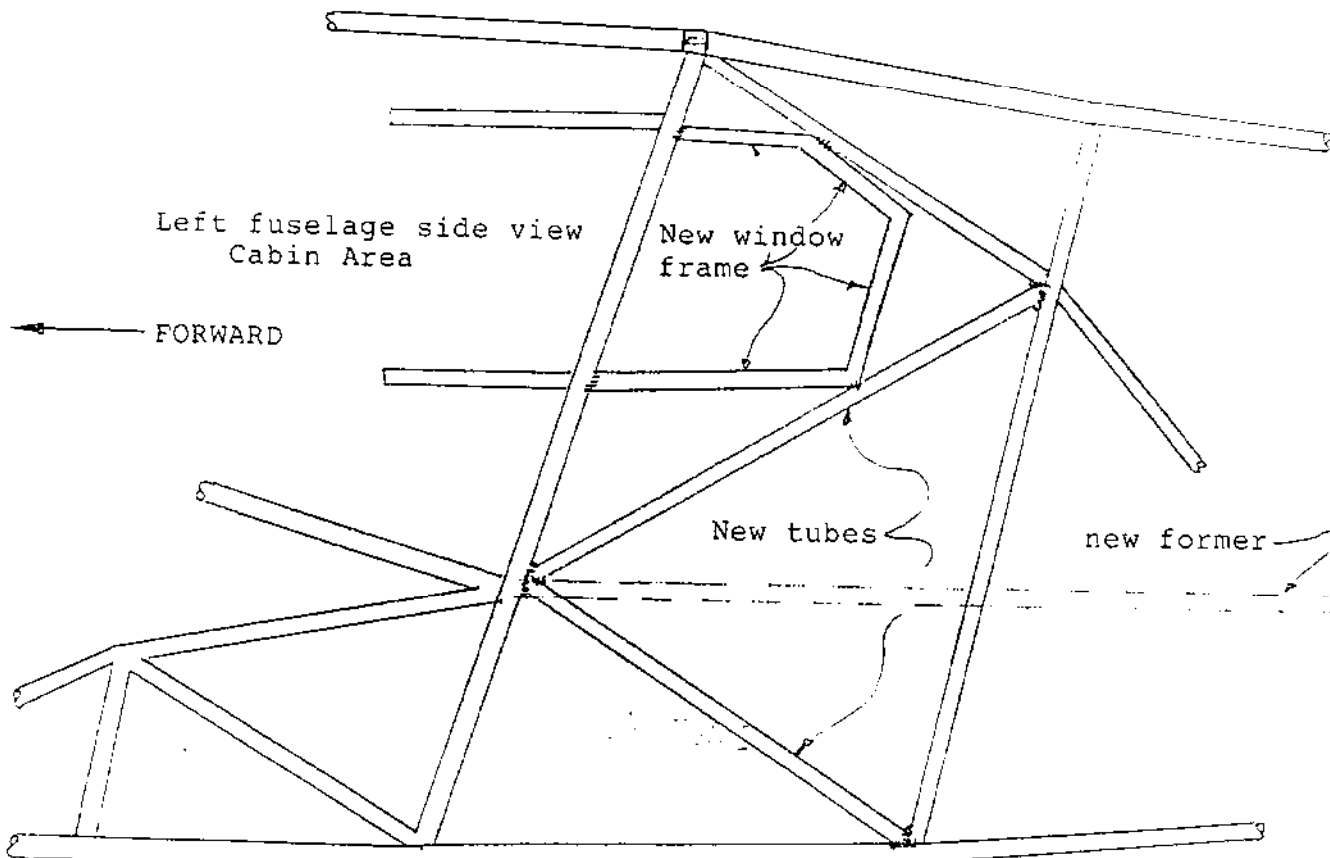
8. Description of Work Accomplished

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

1. Removed and discarded passenger door from left side of fuselage.
2. Welded in two pieces of .035X3/4" 4130 tube exactly as Piper did on the PA-22-108 COLT series of aircraft. (see sketch)
3. Fabricated and welded into fuselage a window frame exactly like the one on the right side of the aircraft. Extended lower left former over door area.
4. All materials and welding was done in accordance with the directions and principles prescribed in AC43.13-1A, Section 2.

Several aircraft of the "One Door" variety were measured to determine the rear seat access size provided by manufacturers. The types measured were Beechcraft Model 35, Piper Comanche, and Piper Cherokee. In all cases the width between the door post and the back of the front seat of the altered aircraft was greater than that provided in the various aircraft measured.

A new weight and balance will be computed when the work is complete.



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