



U.S. Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0029

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
	Serial No. 22-4711	Nationality and Registration Mark N6058D
2. Owner	Name (As shown on registration certificate) Charles R. Rhodes	Address (As shown on registration certificate) 4631 Juneau St. #29 Anchorage AK, 99503

3. For FAA Use Only

The alteration identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43.

[Handwritten Signature]

[Handwritten Signature]

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Chris R. Canfield 1231 West 80th. Anchorage AK, 99518	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 368563020 A&P
--	--	--

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 15 June 1995	Signature of Authorized Individual <i>[Handwritten Signature]</i>
-----------------------------	--

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 Fit. 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 15 June 1995		Certificate or Designation No. 469748412 IA	Signature of Authorized Individual <i>[Handwritten Signature]</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. All alterations shall 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 was done.

1. Removed existing Sensenich 74DM6-0-60 propeller from aircraft.
2. Installed McCauley IA175/GM8241 propeller.
3. Static run-up, 2450 RPM.
4. Removed 8.50 tires and tubes.
5. Installed Goodyear 26 X 10.50 X 6 tires and tubes (TSO C62b).
Aircraft is equipped with heavy duty landing gear with 1 1/2" axles and double puck McCauley brakes, model D30118 (TSO 26b).
6. Propeller clearance with 26 X 10.50 X 6 tires installed is 20 inches in a three point attitude and 11.3 inches in a level (Wheel) landing attitude. Clearance exceeds requirements in FAR 23.925 (9" clearance in the most critical landing position).
7. See equipment list and weight and balance for revisions.

-----END-----

Additional Sheets Are Attached