

3

Curved Rear Windows

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)	Form Approved OMB No. 2120-0020
	For FAA Use Only
	Office Identification WP 07

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) 1285 W Paintbrush Pl. Tucson, AZ 85704

3. For FAA Use Only		The alteration/alterations identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conforming inspection by a person authorized in FAR 43, section 43.7
		<i>Marion R. Childers</i> 11-18-93 FAA INSPECTOR WP 07 DATE

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

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Luther S. Hawley 1285 W Paintbrush Pl. Tucson, AZ 85704	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	552527123
	<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 October 30, 1993	Signature of Authorized Individual <i>Luther S. Hawley</i> Luther S. Hawley
---------------------------------	--

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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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 Nov. 18, 1993	Certificate or Designation No. 552527123	Signature of Authorized Individual <i>Luther S. Hawley</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.

8. Description of Work Accomplished

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

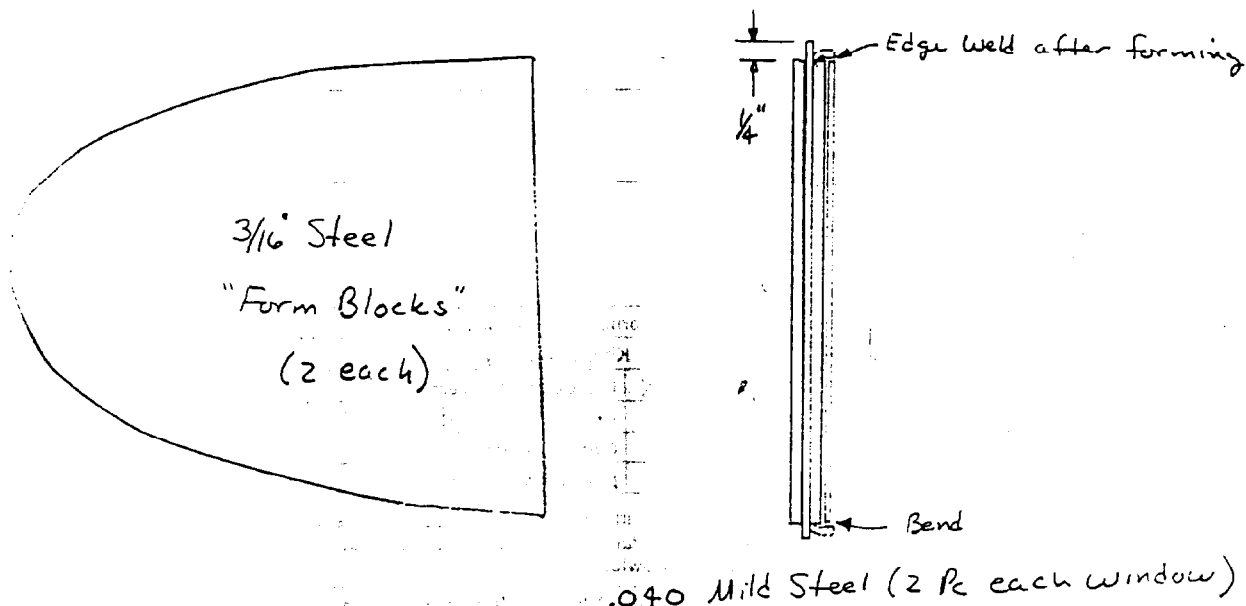
The reason for this alteration is to make the restored aircraft look as much like an original Piper Pacer as possible.

1. Removed angular window frames from rear seat area of fuselage.
2. Fabricated new curved window frames using an original Pacer as the model. A cardboard template was used to get the exact shape.
3. Welded new window frames into fuselage using the original supports (a few had to be extended and a few shortend).

All materials and welding was done in accordance with the directions and principles prescribed in AC43.13-1A, Section 2.

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

Sketch below indicates method used to fabricate window frames.



A piece of .040 mild steel was cut $\frac{1}{4}$ " larger than the outside finished dimension of the frame. It was then firmly clamped between the two steel form blocks and the $\frac{1}{4}$ " edge formed over one of the blocks. The second side was cut to the actual size, clamped to the block assembly and edge welded to the $\frac{1}{4}$ " lip. The centers of the frames were then removed by bandsaw and sanded smooth. The results were perfect.

-----END-----