



US 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
	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 repair/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.

*GLS/SJS*      *[Signature]*  
Date                      Signature

FAA-AAL-FSDA-3

Unit	Make	Model	Serial No.	5. Type
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			
POWERPLANT				
PROPELLER				
APPLIANCE	Type			
	Manufacturer			

**6. Conformity Statement**

<b>A. Agency's Name and Address</b> Chris R. Canfield 1231 West 80th Anchorage, AK 99518	<b>B. Kind of Agency</b> <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> 368563020
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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 of attached airframe repair form 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 26 May 1995	Signature of Authorized Individual <i>[Signature]</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 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. 4697484121A		Signature of Authorized Individual <i>[Signature]</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.*

Installed skylight by welding a 3/4" mild steel channel from the front spar carry through tube to the rear bird cage former. The rear bird cage former was braced by welding 3/8" mild steel channel from the rear spar carry through tube to the rear bird cage former. Fabric was pulled over the rear bird cage former and glued to the rear spar carry through tube. 1/8" plexiglass is attached with A8K rivnuts, and AN526-8 screws and large washers to the rear bird cage former, side bird cage former, center channel, and the front windshield attach angle. A tear strip is used in the front and rear attachment areas.

See Equipment list and Weight and balance for revisions.

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Additional Sheets Are Attached