

REPAIR TIE DOWN INSER? EUSHING

<p style="text-align: center;"><b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)</p>	Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification
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**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).

<b>1. Aircraft</b>	Make <p style="text-align: center;">Piper</p>	Model <p style="text-align: center;">PA-22-135</p>
	Serial No. <p style="text-align: center;">22-1646</p>	Nationality and Registration Mark <p style="text-align: center;">N3383A</p>
<b>2. Owner</b>	Name (As shown on registration certificate) <p style="text-align: center;">Frank P. Sperandeo III</p>	Address (As shown on registration certificate) <p style="text-align: center;">15841 Pear Cir. Fayetteville, AR 72704</p>

**3. For FAA Use Only**

THE ALTERATION IDENTIFIED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7.

DATE: 4/3/96      SIGNATURE: [Signature]  
 FAA INSPECTOR

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				

<b>6. Conformity Statement</b>								
<b>A. Agency's Name and Address</b> K. V. Turney 17654 Marshall St. Garfield, AR 72732	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>B. Kind of Agency</b></td> <td style="width: 70%;"><b>C. Certificate No.</b></td> </tr> <tr> <td><input checked="" type="checkbox"/> U.S. Certificated Mechanic</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">1464298</td> </tr> <tr> <td><input type="checkbox"/> Foreign Certificated Mechanic</td> </tr> <tr> <td><input type="checkbox"/> Certificated Repair Station</td> </tr> <tr> <td><input type="checkbox"/> Manufacturer</td> </tr> </table>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	1464298	<input type="checkbox"/> Foreign Certificated Mechanic	<input type="checkbox"/> Certificated Repair Station	<input type="checkbox"/> Manufacturer
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<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.**

<b>Date</b> 25, March 1996	<b>Signature of Authorized Individual</b> <p style="text-align: center;"><u>[Signature]</u></p>
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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

<b>BY</b>	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
<b>Date of Approval or Rejection</b> 3/25/96		<b>Certificate or Designation No.</b>	<b>Signature of Authorized Individual</b> <p style="text-align: center;"><u>[Signature]</u></p>	

**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.*

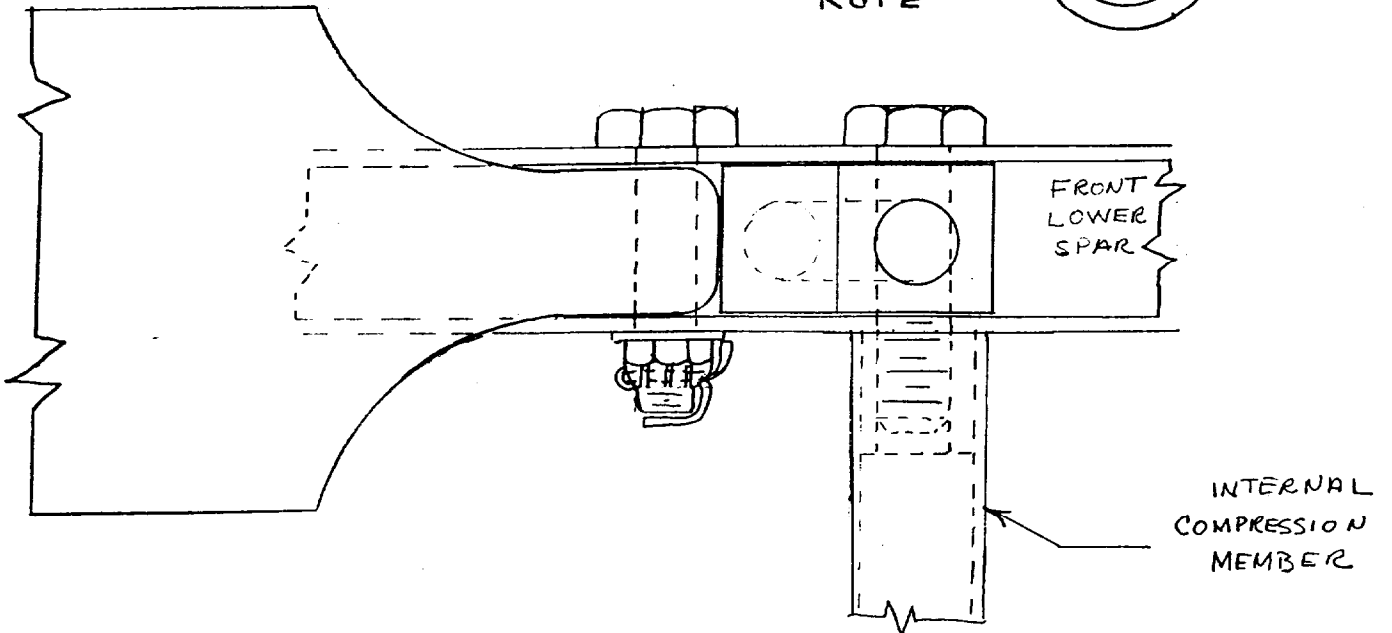
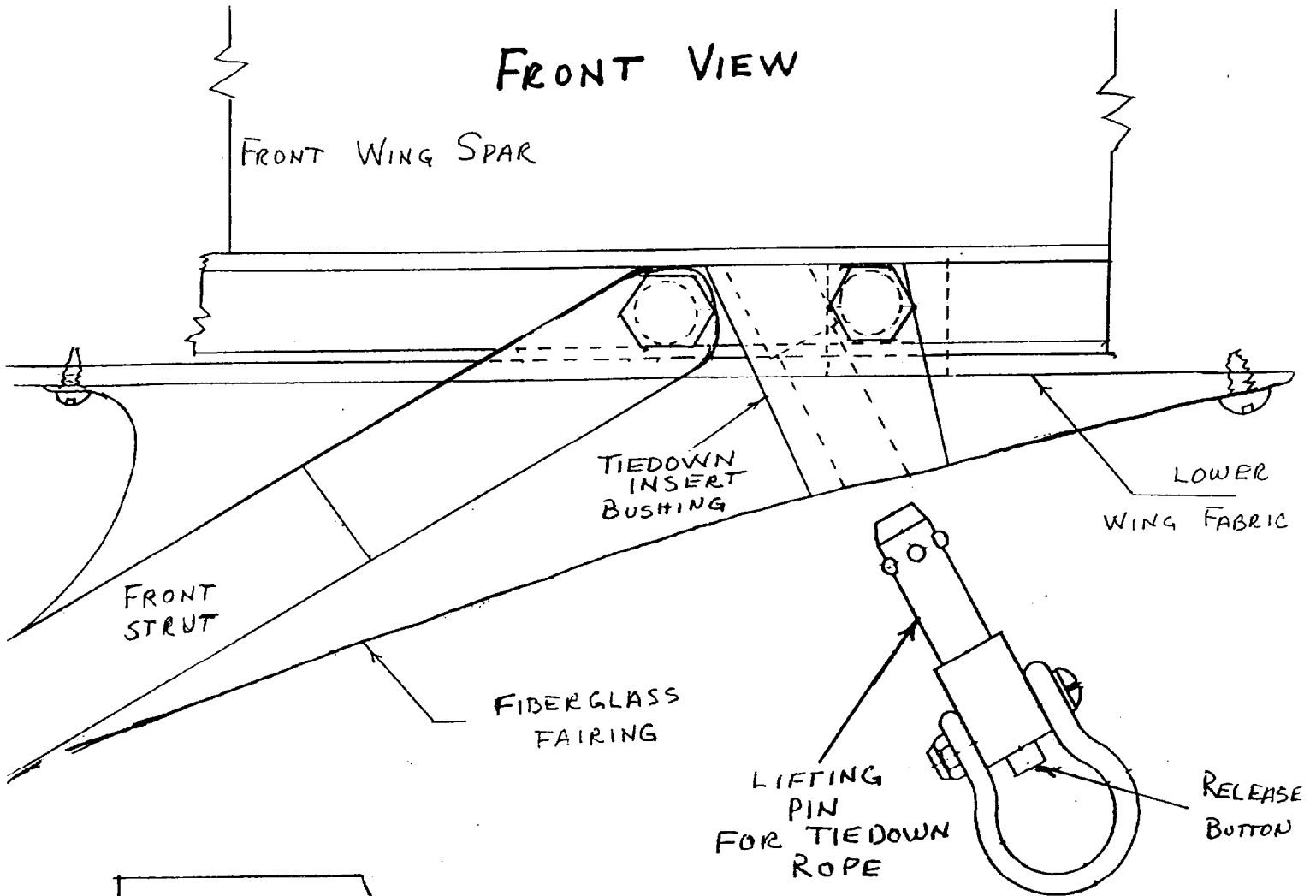
**8. Description of Work Accomplished**

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

1. Removed front compression member bushing and installed machined ~~rod~~ insert bushing in bottom of wing. (See sheet 1)
2. Bushing has a recepticle hole for inserting lifting pin and is made of 7075-73511 aluminum material with a 75,000# tensile strength.
3. Lifting pin is inserted in bushing and is locked in place by telescoping balls. Pin is manufactured of 4130 forged ALLOY Steel which has a double shear strength of 12,300#. Lifting load is calculated at 1100#.
4. Before flight, lifting pin is detached and stored in cabin.

\* \* \* \* \* END \* \* \* \* \*

# FRONT VIEW



# BOTTOM VIEW