



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
62159W

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).

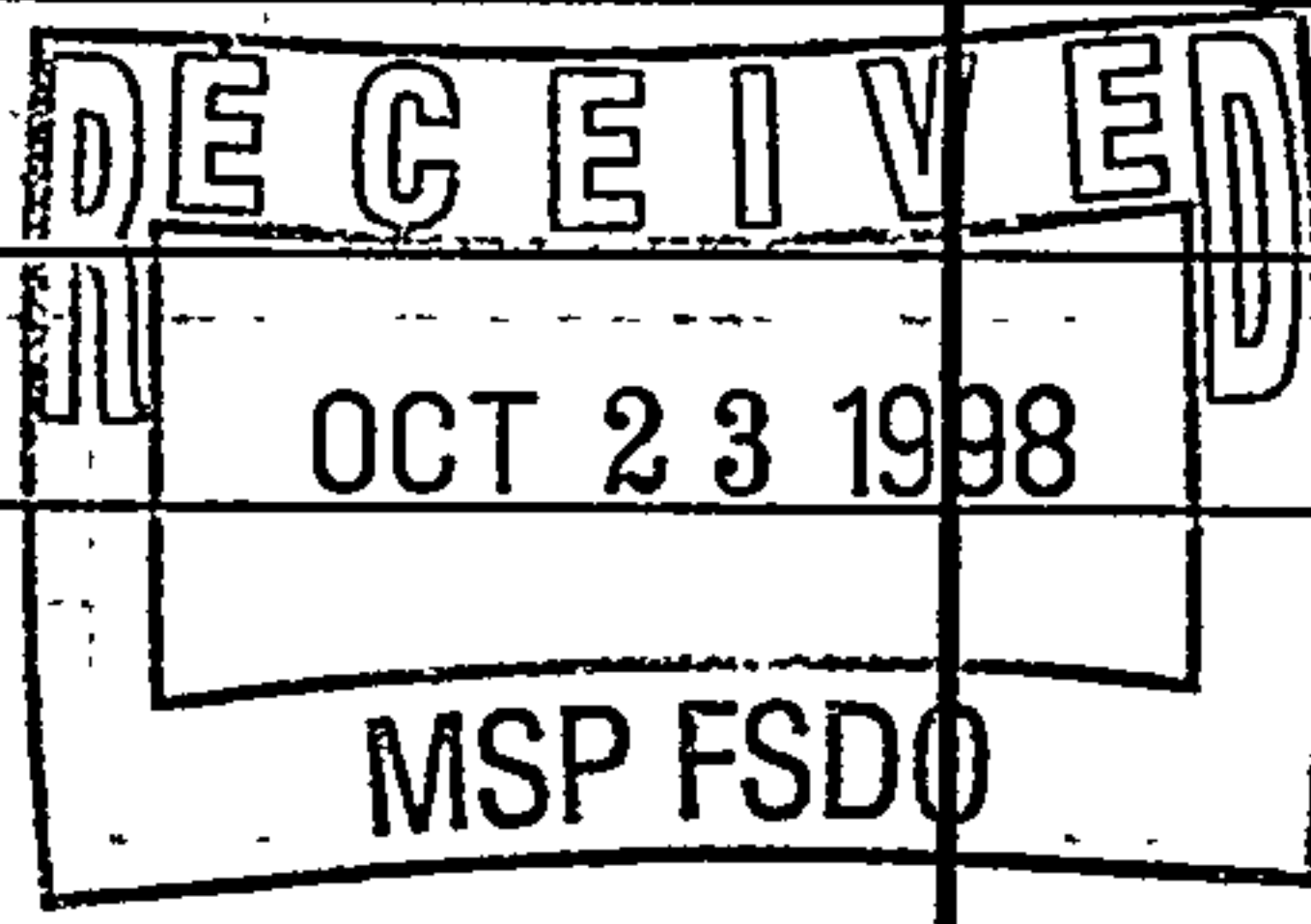
1. Aircraft	Make	PIPER	Model	PA-22-108
	Serial No.	22-8275	Nationality and Registration Mark	N4729Z
2. Owner	Name (As shown on registration certificate) GAVIN, THOMAS C.		Address (As shown on registration certificate) 1199 CULLIGAN LANE MENDOTA HEIGHTS, MN 55118-4102	

3. For FAA Use Only

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 WIPAIRE, INC. 400 N. AIRPORT SERVICE ROAD SOUTH ST. PAUL, MN 55075	B. Kind of Agency	C. Certificate No.
	<input type="checkbox"/> U.S. Certificated Mechanic	RJWR390K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" 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 21, 1998	Signature of Authorized Individual <i>James Niehoff</i> JAMES NIEHOFF
--------------------------	---

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 Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection OCTOBER 21, 1998	Certificate or Designation No. RJWR390K	Signature of Authorized Individual <i>James Niehoff</i> JAMES NIEHOFF		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alternation 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 AERO FABRICATORS SHOULDER HARNESS AND SEAT BELT ASSEMBLY IN ACCORDANCE WITH AERO FABRICATORS, INC., STC# SA1493GL. END

Additional Sheets Are Attached



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
MSP FSDO *FL15JW*

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 <p style="text-align: center;">Piper</p>	Model <p style="text-align: center;">PA22-108</p>
	Serial No. <p style="text-align: center;">22-8275</p>	Nationality and Registration Mark <p style="text-align: center;">N 4729Z</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Cox, Fred W.</p>	Address (As shown on registration certificate) <p style="text-align: center;">401 East River Street Monticello, Mn. 55362</p>

3. For FAA Use Only

4. Unit Identification

5. Type

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

6. Conformity Statement

A. Agency's Name and Address John F. Smith Rt. 6 Box 196 Little Falls, Mn. 56345	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. <p style="text-align: center;">A&P 471369664</p>
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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 <p style="text-align: center;"><i>9 Oct 96</i></p>	Signature of Authorized Individual <p style="text-align: center;"><i>John F. Smith</i></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

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 <p style="text-align: center;"><i>9 Oct 96</i></p>		Certificate or Designation No. <p style="text-align: center;">IA 471369664</p>		Signature of Authorized Individual <p style="text-align: center;"><i>John F. Smith</i></p>	

RECEIVED
 OCT 16 1996
 MSP FSDO

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.)

TT: 4164.0 Tach 71.0

Removed all Razorback fabric from entire A/C and recovered with Stits P-110 fabric, STC# SA1008WE , and all work was done with reference to Stit's procedure manual # 1, ~~XX~~ revision 15, 7th edition, dated Feb. 93.

XXXXXXXXXX END XXXXXXXXX

Repaired battery box by installing STC's SA4008NM and SA3531NM, and all work was done with reference to Bogerts Aviation's instructions. (STC Holder)

XX

Repaired left wing by replacing the following parts:

	U1202-00	Tip rib
	U1206-00	Outboard aileron bay rib
2 ea.	U1207-00	3/4 aileron bay ribs
	U 453-126	Wing bow .

All ribs are STC'd under Univair SA1524NM.

Wing was re-tramed and recovered.

XXXXXXXXXX END XXXXXXXXX

Additional Sheets Are Attached

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION KCI FSDO 3-0-63	
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.					
1. AIRCRAFT	MAKE	Piper	MODEL	PA22-108	
	SERIAL NO.	22-8275	NATIONALITY AND REGISTRATION MARK	N4729Z	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate).		
	E.W. Crowley Wanda S. Crowley		7721 Sunnyvale Dr. Columbia, Mo. 65201		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME (As described in item 1 above)				X
POWERPLANT	Lycoming	O-253-C1B	L-6818-15		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Ragene W Washburn Rt1 Box100 Boonville, Mo. 65233		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1419452	
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		SIGNATURE OF AUTHORIZED INDIVIDUAL			
6-15-85		<i>Ragene Washburn</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
6-15-85		1419452	<i>Ragene Washburn</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.)
Modified to use automotive fuel as per SIC,s SA1949CE & SE2035CE.

ADDITIONAL SHEETS ARE ATTACHED

**U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION**

**APPLICATION FOR AIRWORTHINESS CERTIFICATE
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT**

INSTRUCTIONS
Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.

1. TYPE OF APPLICATION (Check which)

- a. ORIGINAL ISSUANCE OF CERTIFICATE
- b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE
- c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE
- d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8
- e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8
- f.

2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a. STANDARD (NORMAL, LIMITED, RESTRICTED, EXPERIMENTAL CATEGORIES)
- b. LIMITED (SEE CAR 9)
- c. RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
 - AGRICULTURAL AND PEST CONTROL
 - AERIAL ADVERTISING
 - AERIAL SURVEYING
 - GLIDER TOWING
 - PATROLLING
 - FOREST AND WILDLIFE CONSERVATION
 - WEATHER CONTROL
 - OTHER
- d. EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
 - RESEARCH AND DEVELOPMENT
 - AMATEUR-BUILT
 - DEMONSTRATION
 - RACING
 - EXHIBITION
 - OTHER

AIRCRAFT AND AIRCRAFT
RECORDS BRANCH
APR 15 3 04 PM '61
KLAHOMA CITY, OKLA.

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE Piper	b. AIRCRAFT MODEL PA-22-108	c. AIRCRAFT SERIAL NO. 22-8275
d. ENGINE MAKE Lycoming	e. ENGINE MODEL O-235-C1B	

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME PIPER AIRCRAFT CORPORATION	b. PERMANENT MAILING ADDRESS LOCK HAVEN, PENNA.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-4729Z
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5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____
- b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, BY 300 ON _____ (DATE)
- c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED November 2, 1961

A. C. J.
APR 6 1961

MC
4-6-61
JVR

J. R. *In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

I hereby certify that the above statements are true.

ATTACHMENTS (Check which)

- ACA-319
- ACA-337
- ACA-317
- WEIGHT AND BALANCE REPORT
- DATA, DRAWINGS, ETC.
- UNAPPROVED DEVIATION DATA

Virginia Huggins
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

March 9, 1961 (DATE) Supv.-Order & Del. Dept. (TITLE)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. AIRCRAFT SPECIFICATION NO. 1A6 THROUGH SHEET REVISION NO. 27
- b. AIRCRAFT LISTING PAGE NO. _____
- c. AIRWORTHINESS DIRECTIVE SUMMARY 1961 THROUGH CARD NO. 61-1
(YEAR)
- d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS
- d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
 - BY AIRCRAFT MANUFACTURER
 - BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
 - BY MECHANIC, CERTIFICATE NO. _____
- b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 - c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED ~~TO EXPIRE~~ March 9, 1961 (DATE)
 - g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
- BY _____ (NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.) _____

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- AIRWORTHY
- UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY UNAIRWORTHY
(Check appropriate item)

DESIGNER'S SIGNATURE <i>J. W. McNary</i> Asst. Ch. Engr., Piper Acft. Corp.	DESIGNATION NO. DMCR 1-1	DATE 3-9-61	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED

ATTACHMENT



UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY

CERTIFICATE OF AIRWORTHINESS

1. NATIONALITY AND REGISTRATION MARKS

N4729Z

2. AIRCRAFT AIRWORTHINESS CLASSIFICATION

STANDARD

3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations. Issued under the provision of Part 110.

4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency.

5. DATE OF ISSUANCE

3-9-61

6. FAA REPRESENTATIVE

J. W. McNary
J. W. McNary, Asst. Chief Engr.
Piper Aircraft Corporation

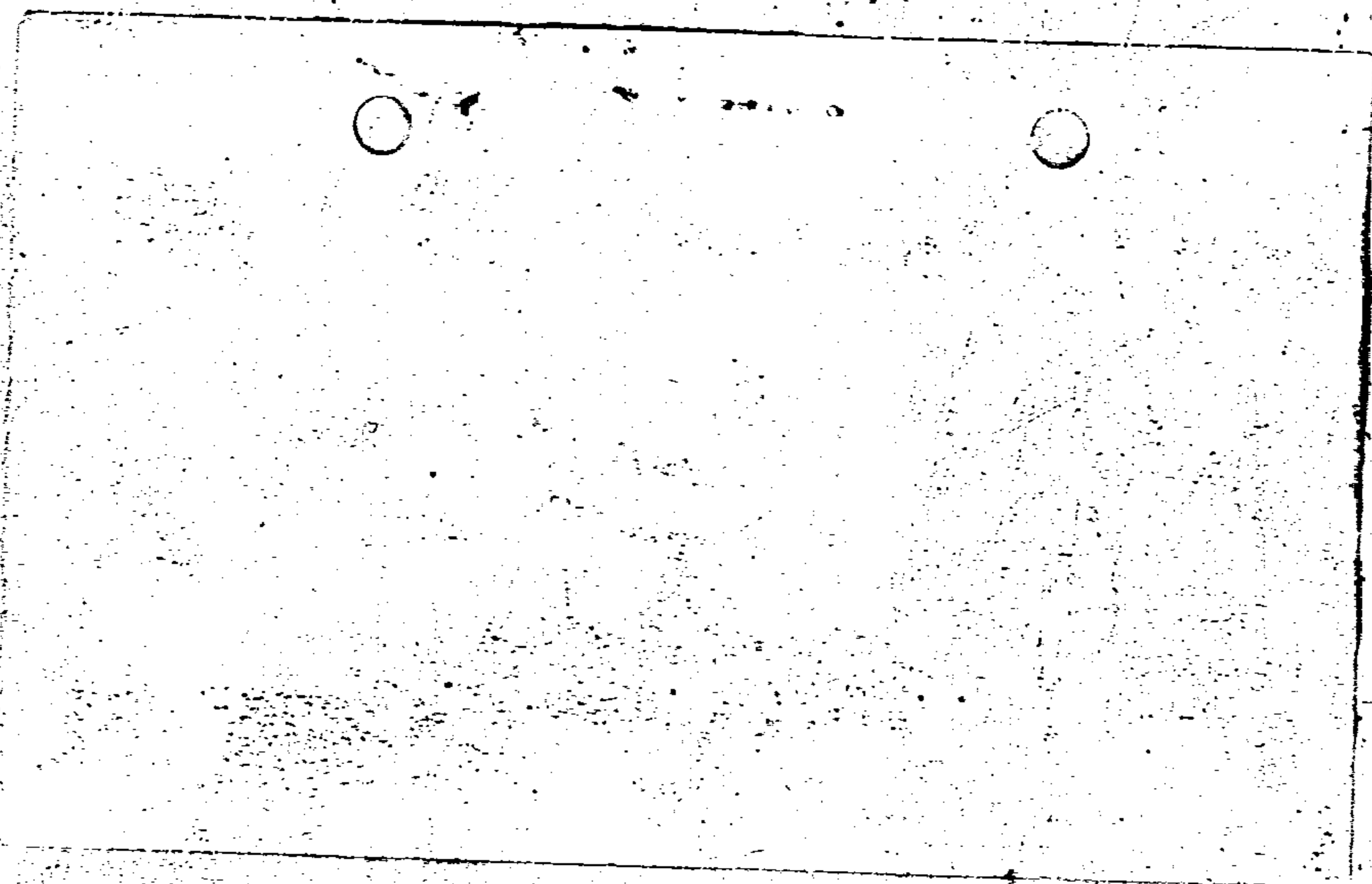
7. DESIGNATION NO.

DMCR 1-1

8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE: 1-31-85



UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N4729B	2. MANUFACTURER AND MODEL PIPER PA-22/108	3. AIRCRAFT SERIAL NUMBER 422 8275	4. CATEGORY NORMAL/UTILITY
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5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions:

NONE

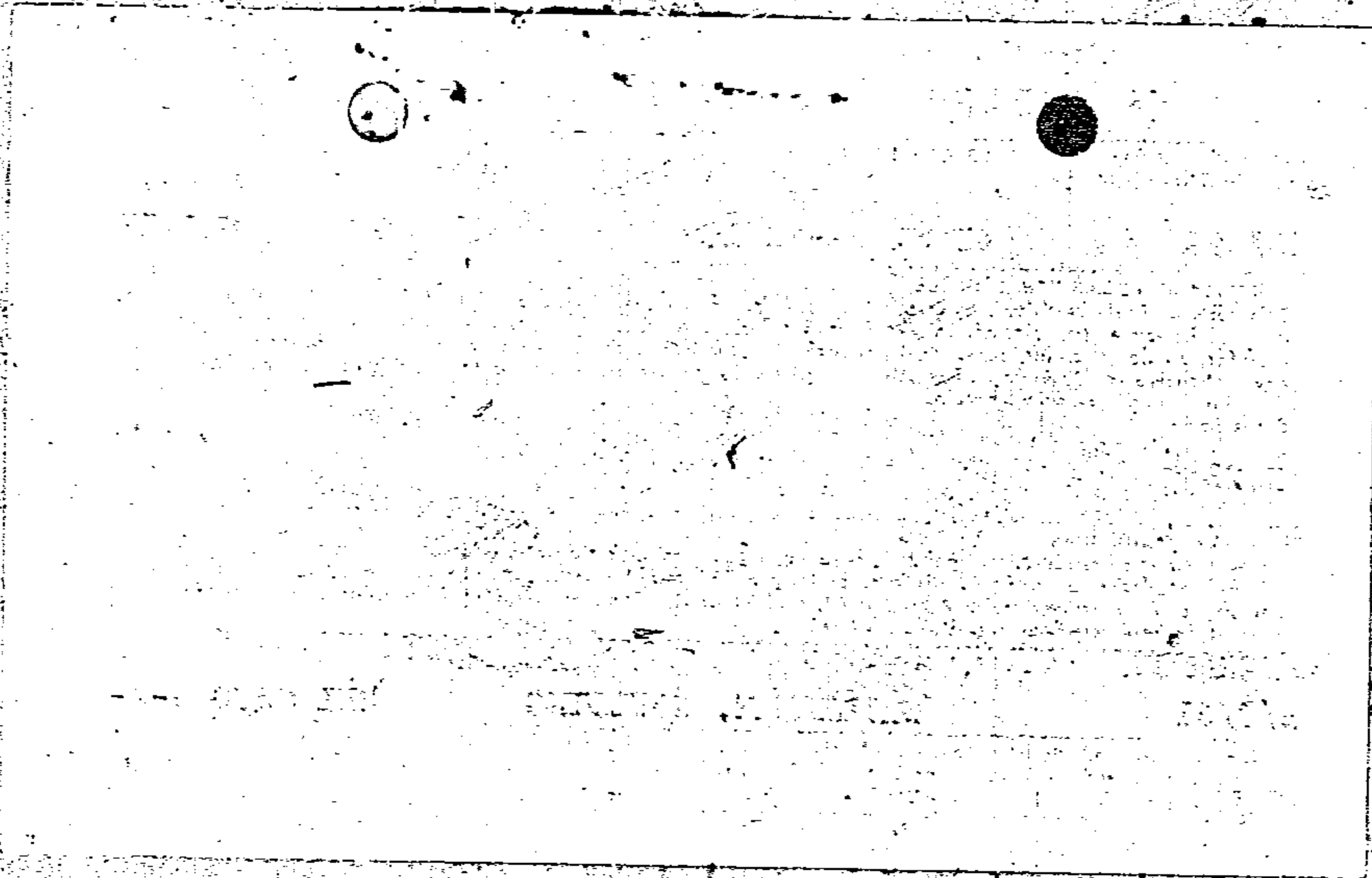
6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF EXCHANGE 3/9/61	FAA REPRESENTATIVE WILLIAM T. COLEMAN	DESIGNATION NUMBER 001 GADO 3-2-03
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE: 1-31-85



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N4729Z	2. MANUFACTURER AND MODEL PIPER PA 22-108	3. AIRCRAFT SERIAL NUMBER 22-8275	4. CATEGORY NORMAL UTILITY
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5. AUTHORITY AND BASIS FOR ISSUANCE
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
Exceptions: **NONE**

6. TERMS AND CONDITIONS
Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Part 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

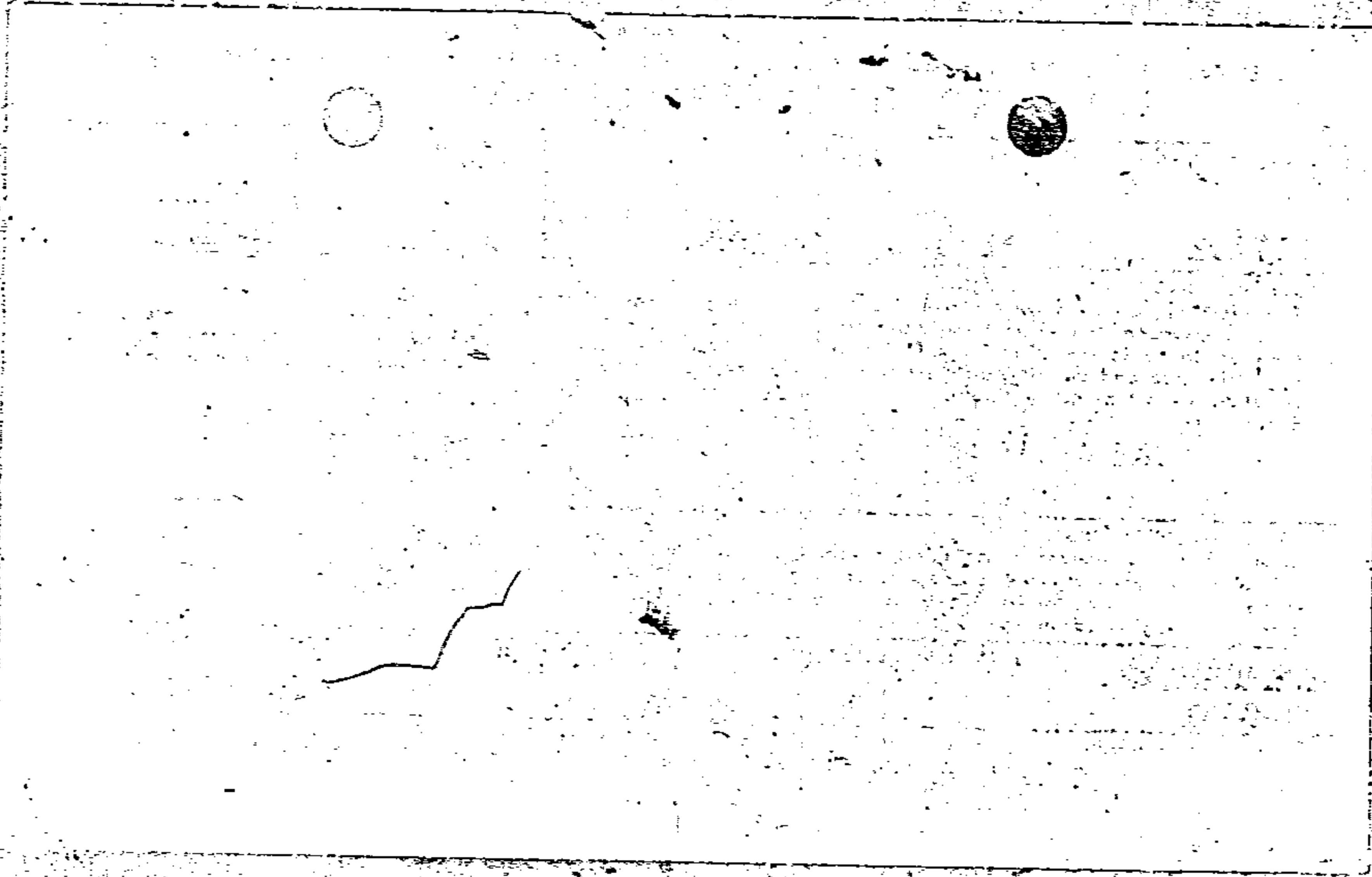
DATE OF ISSUANCE REPLACEMENT 3-9-61	FAA REPRESENTATIVE JOHN W. RIDDER	DESIGNATION NUMBER STL FSDO 3-1-62
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Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

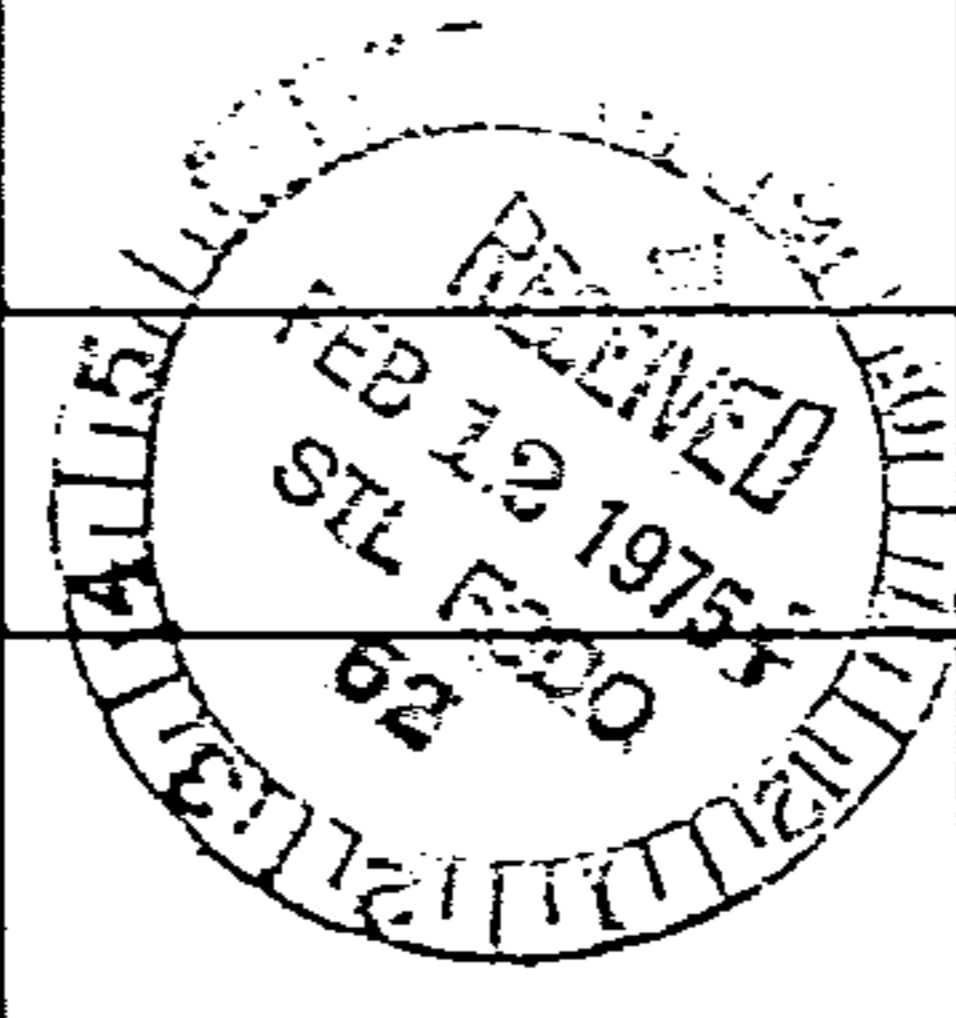
FAA Form 8100-2 (7-67) FORMERLY FAA FORM 1362 GPO 1967-O-270 931

FAA AIRCRAFT REGISTRY
CAMERA NO. 5

DATE: 1-31-85



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION STL FSDO 3-1-62	
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.					
1. AIRCRAFT	MAKE	PIPER		MODEL	PA-22-108
	SERIAL NO.	22-8275		NATIONALITY AND REGISTRATION MARK	NL729Z
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	T. W. Zander			157 S. Elm 63119 Webster Groves, Mo.	
3. FOR FAA USE ONLY					
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		B. KIND OF AGENCY		C. CERTIFICATE NO.	
William H. Quint King Airpark Columbia, Ill. 62236		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1809656	
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		SIGNATURE OF AUTHORIZED INDIVIDUAL			
Feb. 3, 1975		<i>William H. Quint</i>			
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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
2-9-75		2034366	<i>Earl L. Gable</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.

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

Recovered entire aircraft with Razorback Fabric in accordance with installations No. 39-7.

Installed Grimes Strobe Beacon S/N 5779 and FAA approved rudder mount SA-4-977 at station 228 total weight 2#.

DATE	DESCRIPTION OF WORK ACCOMPLISHED	WEIGHT	LOCATION
1-31-85	Recovered entire aircraft with Razorback Fabric in accordance with installations No. 39-7.		
	Installed Grimes Strobe Beacon S/N 5779 and FAA approved rudder mount SA-4-977 at station 228 total weight 2#.	2#	station 228

ADDITIONAL SHEETS ARE ATTACHED

978 1060 OCT 5 1965

2107 OCT 11 1965

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved Budget Bureau No. 04-R060.1	
		FOR FAA USE ONLY OFFICE IDENTIFICATION CADO 3-03	
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.			
1. AIRCRAFT	MAKE	MODEL	
	SERIAL NO.	NATIONALITY AND REGISTRATION MARK	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)
	Paul Sanger		R.R. 2 Box 129 Monese, Illinois
3. FOR FAA USE ONLY			
4. UNIT IDENTIFICATION			
UNIT	MAKE	MODEL	SERIAL NO.
AIRFRAME	***** (As described in item 1 above) *****		
POWERPLANT			
PROPELLER			
APPLIANCE	TYPE		
	MANUFACTURER		
5. TYPE			
			REPAIR ALTERATION
			X
6. CONFORMITY STATEMENT			
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY	
Richard H. Granger R.R. 2 Manteno, Illinois 60950		<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. A & P 1246024	
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		SIGNATURE OF AUTHORIZED INDIVIDUAL	
October 3, 1965		Richard H. Granger	
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 Agency and is <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
3 BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
October 3, 1965		IA 1246024	Richard H. Granger

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.)

FUSELAGE REPAIR. N4729Z WORK COMPLETED AUG. 2, 1965

Repaired R H Forward fuselage Tubing aft of firewall. Repaired 1/2" CD tubing with sleeve 3/4" CD on vertical & diagonal member as per attached sketch.

Weight & Balance change none.

WEIGHT & BALANCE	Wt.	Arm	Mom.
Previous E.W.	1000.2	68.15	68167.2
Landing Light	4	5	20.
	<u>1004.2</u>	<u>67.9</u>	<u>68187.2</u>

Most Fwd. CG checked as follows.

	Wt.	Arm	Mom.
Empty wt.	1004.2	67.9	68187.2
Oil 6 Qt.	11.	31	341
Fuel 9 gal.	54	84	4536
Pilot	170	81	13770
	<u>1239.2</u>	<u>70.06</u>	<u>86934.2</u>

Most Fwd. CG Fully Loaded

	Wt.	Arm	Mom.
E.W.	1004.2	67.9	68187.2
Oil 6 Qt.	11	31	341
Fuel 18 gal.	108	84	9072
Fuel 18 gal. Aux.	108	84	9072
Pilot	170	81	13770
Pass.	170	81	13770
Baggage	78.8	105	8274.
	<u>1650.0</u>	<u>74.2</u>	<u>122486.2</u>

Since both conditions of most Fwd. CG. check fall within approved graph no further computations shown.

ADDITIONAL SHEETS ARE ATTACHED

978 1059 OCT 5 1965

NOV 17 1965

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

Form Approved
Budget Bureau No. 04-R-60.1
FOR FAA USE ONLY
OFFICE IDENTIFICATION
CE 3-23

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.

1. AIRCRAFT	MAKE Piper	MODEL PA 22-108
	SERIAL NO. 22-8275	NATIONALITY AND REGISTRATION MARK N 4729 Z
2. OWNER	NAME (As shown on registration certificate) Paul Sanger	ADDRESS (As shown on registration certificate) R.R. 2 Box 129, Monee, Illinois

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME (As described in item 1 above)			X	X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Robert D. Blyholder 5735 S. Spaulding Chicago, Illinois	B. KIND OF AGENCY		C. CERTIFICATE NO. A & P 1336473
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		
	<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 Oct. 3, 1965	SIGNATURE OF AUTHORIZED INDIVIDUAL Robert D. Blyholder A & P 1336473
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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 Agency and is APPROVED REJECTED

3 BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify):
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION Oct. 3, 1965	CERTIFICATE OR DESIGNATION NO. 1A 1246024	SIGNATURE OF AUTHORIZED INDIVIDUAL Richard H. Sanger			

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.)

LEFT WING REPAIR. N4729Z WORK COMPLETED OCT. 3, 1965

Replaced front spar, tip rib, tip bow and tip nose rib. Repaired top rib cap strip and upright of ribs (location shown on drawing No. 1). Splices of cap-strip and upright shown on drawing No. 2.

Installed in left wing two landing lights, GE Model 3409 in leading edge, PAC DWG 12534. Parts for landing light removed from wrecked Tri-pacer wing. Landing light added to equipment list and new weight and balance computed.

Wing trammed and prepared for recovery. Wing covered with Geconite 101 cloth envelope, mfg by Cooper Engineering Co. as STC # SA 4-903 and procedure manual 101 (5th rev.) Geconite envelope attached using Super-Seam cement where necessary. Finished with 2 coats Dac-Proof, 5 coats Spra-fill, 2 coats synthetic enamel.

Wing fabric clip mfg. by Martin STC SA1-26 SO used to attach fabric to ribs.

WT. & BALANCE

	WT	ARM	MOM
Previous EW	1000.2	68.15	68167.2
LANDING LIGHT	4	5	20
	<u>1004.2</u>	<u>67.9</u>	<u>68187.2</u>

Most Forward C.G. checked as follows.

	WT	ARM	MOM
Empty wt.	1004.2	67.9	68187.2
Oil 6 gal	11	31	341
Fuel 9 gal	54	84	4536
PILOT	170	81	13770
	<u>1239.2</u>	<u>70.06</u>	<u>86834.2</u>

Most Forward C.G. FULLY LOADED:

	WT	ARM	MOM
Empty wt.	1004.2	67.9	68187.2
Oil 6 gal	11	31	341
Fuel 18 gal	108	84	9072
Fuel 18 gal aux	108	84	9072
Pilot	170	81	13770
Pass.	170	81	13770
Passage	78.8	105	8274
	<u>1650.0</u>	<u>79.2</u>	<u>122486.2</u>

Since both conditions of most Forward C.G. check fall within approved graph no further computations shown

ADDITIONAL SHEETS ARE ATTACHED

JAN 13 1962

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-R052.4

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Piper	MODEL PA-22-108	SERIAL NO. 22-8275	NATIONALITY AND REGISTRATION MARK N4729Z
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2. OWNER	NAME (First, middle, last) Nelson M. Robinson	ADDRESS (Street and number, city, zone and State) 121 Oak Drive DeKalb, Illinois
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3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 3 above) *****				XXX
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	MAINTENANCE BRANCH CE-230			

4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	1000.2	68.1	649.8

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS A. C. Donald R. Wendell R & W AIRCRAFT SERVICES DE KALB MUNICIPAL AIRPORT P. O. BOX 264 DE KALB, ILL.	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A&P 1140596
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I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.
1-16-62 (Date repair and/or alteration completed)
Donald R. Wendell (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED FAA Flight Standards Inspector Repair Station Other (Specify) **Inspection Authorization**

1-16-62 (Date of approval or rejection) *Donald R. Wendell* (Signature of authorized individual; title or identification number) **1140596**

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

Forwarded for engineering comment See attached memorandum

Accepted **1-18-62** (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

GADO-3 (FAA designation number) *George Brice* (Signature Flight Standards Inspector)

RECEIVED

JAN 22 1962

A. C. U.
FEB 1962
P. O.

mc

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

Installed the following instruments as follows changing custom panel to advanced panel. Directional Gyro - Artificial Horizon - Clock Rate of Climb - Vacuum Gauge, all installed in factory provided cut-outs. Instrument plumbing ready made low pressure AeroQuip lines. The vacuum pump was installed on the factory provided drive pad - Oil separator mounted with the drain tube connected to the drain hole on the right side of rear case.

Weight and Balance follows.

<u>Item</u>	<u>Wt.</u>	<u>Arm.</u>	<u>Mom.</u>
Previous E. W.	984	69.0	67896
Ins. Adv. panel.	10.2	60	61.2
Vacuum Pump & Att.	6	35	210
	<u>1000.2</u>	<u>68.15</u>	<u>68167.2</u>

Most Fwd. CG checked (Min. Wt.) as follows.

Empty weight.	1000.2	68.15	68167.2
Oil 6 qts.	11	31	341
Fuel 9 Gal.	54	84	4536
Pilot.	170	81	13770
	<u>1245.2</u>	<u>69.7</u>	<u>86814.2</u>

Most Fwd. C G fully loaded.

<u>Item</u>	<u>Wt.</u>	<u>Arm.</u>	<u>Mom.</u>
Empty weight	1000.2	68.1	68167.2
Oil 6 Qts.	11	31	341
Fuel 18 Gal.	108	84	9072
Fuel 18 Gal. Aux.	108	84	9072
Pilot	170	81	13770
Passenger	170	81	13770
Baggage	82.8	105	8694
	<u>1650.0</u>	<u>74.5</u>	<u>122886.2</u>

Since both conditions of the most Fwd. C G check fall within approved graph no further computations shown.

Nothing follows.

OKLAHOMA CITY

FEB 21 1 55 PM '82

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

RECORDS AND AIRMEN
U.S. GOVERNMENT PRINTING OFFICE

Form FAA-337 (4-52)

SEP 18 1961 SEP 11 1961

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-28224

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Piper	MODEL PA-22-108	SERIAL NO. 22-8275	NATIONALITY AND REGISTRATION MARK N4729Z
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2. OWNER	NAME (First, middle, last) Nelson M. Robinson	ADDRESS (Street and number, city, zone and State) 121 Oak Drive DeKalb, Illinois
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3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			XXX	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	MAINTENANCE BRANCH CE-230			

RECEIVED

SEP 25 1961

4. AIRCRAFT WEIGHT AND BALANCE DATA
AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Normal	984	69.0	666

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Donald R. Wendell R & W AIRCRAFT SERVICES DE KALB MUNICIPAL AIRPORT P. O. BOX 264 DE KALB, ILL.	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A&P 1140596
--	--	--

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

9/9/61 (Date repair and/or alteration completed) *Donald R. Wendell*
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY { FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED } FAA Flight Standards Inspector Repair Station Other (Specify) **Inspection Authorization**

9/9/61 (Date of approval or rejection) *D.R. Wendell*
(Signature of authorized individual; title or identification number) **1140596**

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

Forwarded for engineering comment See attached memorandum

b. Accepted **9-15-61** (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

Reg. 3 KG
ASDO
(FAA designation number)

William T. ...
(Signature Flight Standards Inspector)

A. C. U.
SEP 14 1961
F. C.

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED:

The following repairs were accomplished using CAM 18 as a guide.

Left Wing: Replaced fabric entire wing using Grade A fabric pre-sewn envelope. Replaced leading edge cover skin 13072-05 and 15723-00. 1st. coat fool proofer, 4 coats 50/50 Nitrate clear, 2 coats 100% Nitrate clear, 3 coats Silver Nitrate sprayed, 4 coats Butyrate color, Rib stitch, tapes and inspection rings same as original. Fabric conforms to FAA TSO -C-15.

Right Wing: Replaced wing tip bow 453-126. Fabric replaced tip area inbd. to rib #11, fabric stitched same as original. 2 coats 50/50 Butyrate, 4 coats 100% Butyrate clear, 3 coats Butyrate Silver sprayed, 4 coats Color Butyrate. Repaired right forward vertical longeron below right upper engine mount and right diagonal longeron similar to Fig. 4-2 CAM 18 for bent tube. All material same as original. Upon completion of repairs tubing was cleaned and painted. No wt. change noted due to repairs.

Nothing follows.

OKLAHOMA CITY, OKLA.

OCT 5 3 03 PM '81

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

U.S. GOVERNMENT PRINTING OFFICE

FORM FAA-887 (4-82)