



NOTICE

Form Approved OMB No. 2120-0020

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

For FAA Use Only

Office Identification *M/M*

Description *PA 22-108*

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 1958)

1. Aircraft	Make PIPER	Model PA 22-108
	Serial No. 22-8804	Nationality and Registration Mark N5154Z
2. Owner	Name (As shown on registration certificate) SNYDER, PAUL, R	Address (As shown on registration certificate) 316 N 16th ST GRANDFORKS ND 58203

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	B. Kind of Agency	C. Certificate No.
LOWELL MILLER RT 1 BOX 26 MENTOR MN 56736	<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	AP472023828

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 10-19-2000	Signature of Authorized Individual LOWELL MILLER <i>Lowell Miller</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	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 10-19-2000	Certificate or Designation No. AP472023828IA	Signature of Authorized Individual <i>Lowell Miller</i>
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**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 BRACKETT AIRCRAFT COMPANY INC. AIR FILTER ASSEMBLY. INSTALLED BRACKETT MODEL BA-4106. INSTALLATION WAS DONE IN ACCORDANCE WITH STC# SA71GL.

\*\*\*\*\* End Report \*\*\*\*\*

Work Order No.	301-23-106
Order No.	301-23-106
Order Date	10/23/00
Order Description	INSTALLATION OF AIR FILTER ASSEMBLY

Part No.	Description	Quantity	Unit of Measure	Remarks
				(As described in item # above)

**A. Conformity Statement**

1. Certificate No.	301-23-106
2. Kind of Agency	FAA
3. Date of Issuance	10/23/00
4. Date of Expiration	
5. Date of Renewal	
6. Date of Termination	

I hereby certify that the report and/or alteration listed to the unit(s) identified in item # above, and described on the reverse of this form, is 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.

Signature of Authorized Individual  
 LOWER MILLER

**7. Approval for Return to Service**

The unit identified below, the unit identified in item # above, was inspected in the manner prescribed by the Federal Aviation Administration and is approved for return to service.

APPROVED  REJECTED

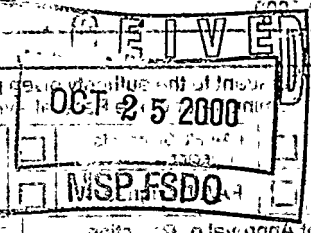
Other Comments

Inspection by Technician


Inspection by FAA

Signature of Authorized Individual

Additional Sheets Are Attached



11-5-92

 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only Office Identification GL-21	
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 PA22-108		
	Serial No. 22-8804		Nationality and Registration Mark N5154Z		
2. Owner	Name (As shown on registration certificate) DEAN CUTLER		Address (As shown on registration certificate) CLAREMONT, SD 57432		
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)			X	X
POWERPLANT			<b>RECEIVED</b>		
PROPELLER			NOV 06 1992		
APPLIANCE	Type		<b>FAR FSDO</b>		
	Manufacturer				
5. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
WAYNE SCHUESSLER 619 3RD AVE EAST WEST FARGO, ND 58078		<input checked="" type="checkbox"/> U.S. Certificated Mechanic		A&P501645654	
		<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 11-06-92		Signature of Authorized Individual <i>Wayne Schuessler</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 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 11-06-92		Certificate or Designation No. 472805690 IA	Signature of Authorized Individual <i>[Signature]</i>		

**NOTICE**

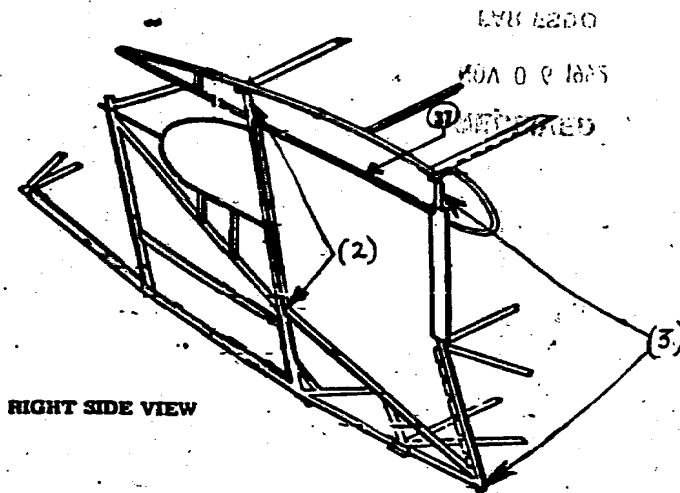
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

**B. Description of Work Accomplished**

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

REMOVED ORIGINAL COTTON FABRIC. PRIOR TO RECOVERY THE FOLLOWING REPAIRS WERE MADE. (1) REPLACED TOP DOOR FRAME CHANNEL ITEM (37) WITH HAND FORMED 4130 MATERIAL. SAME GAGE THICKNESS AS ORIGINAL P/N 11537-00. (2) SPLICED REAR DOOR FRAME TUBE FOR 4" BELOW REAR WING-HINGE FITTING TO LOWER REAR CORNER OF DOOR FRAME AS PER A.C. 43.13-1A, PAR. 74, FIG. 2.7, INNER SLEEVE SPLICE METHOD. USED SAME DIAMETER AND WALL THICKNESS AS ORIGINAL TUBE. (3) REPAIRED FRONT DOOR POST TUBE FOR 4" BELOW FRONT WING HINGE TO LOWER LONGERON USING INNER SLEEVE SPLICE METHOD AS PER A.C. 43.13-1A, PAR. 74, FIG. 2.7 ON TOP SPLICE AND WELDING DIRECTLY TO LOWER LONGERON CLUSTER AT THE BOTTOM. (4) RECOVERED AIRCRAFT WITH STITTS HS90X FABRIC AS PER PROCEDURE MANUAL NO. 1, REVISION 15, FIRST EDITION JANUARY 1988. STC NUMBER SA1008WE. FINISHED WITH AEROTHANE JUNEAU WHITE AND TRIMMED WITH BAHAMA BLUE. NEW WEIGHT AND BALANCE COMPLETED THIS DATE.

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



RIGHT SIDE VIEW

Additional Sheets Are Attached

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R041.E	
<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT</b>		<b>INSTRUCTIONS</b> Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
<b>1. TYPE OF APPLICATION (Check which)</b>			
a. <input checked="" type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 f. <input type="checkbox"/>	
<b>2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))</b> It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):			
a. <input checked="" type="checkbox"/> STANDARD (NORMAL, <del>UTILITY, AGGREGATE, TRANSPORT</del> CATEGORIES) b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)			
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER	
d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
<input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER	
<b>3. AIRCRAFT IDENTIFICATION (Complete all items)</b>			
a. AIRCRAFT MAKE Piper		b. AIRCRAFT MODEL PA-22-108	c. AIRCRAFT SERIAL NO. 22-8804
d. ENGINE MAKE Lycoming		e. ENGINE MODEL O-235-C1B	
<b>4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)</b>			
a. REGISTERED OWNER'S FULL NAME PIPER AIRCRAFT CORPORATION		b. PERMANENT MAILING ADDRESS LOCK HAVEN, PENNA.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 5154Z
<b>5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)</b> 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 of 502 and when operated displays the following evidence of registration:			
a. <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____ b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE) c. <input checked="" type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED <u>November 2, 1961</u>			
*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. <i>Virginia Hargrave</i> (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
<b>ATTACHMENTS (Check which)</b>		August 2, 1961 Supv.-Order & Del. Dept. (DATE) (TITLE)	
<input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA			

A.C.U.  
A.P.U.  
1081

61

me  
11-6-61  
GPH

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

**AIRCRAFT INSPECTION REPORT**

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

AIRCRAFT RECORDS BRANCH  
FAA  
AUG 14 2 28 PM '61  
OKLAHOMA CITY, OKLA.

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. 28
- b.  AIRCRAFT LISTING PAGE NO. \_\_\_\_\_
- c.  AIRWORTHINESS DIRECTIVE SUMMARY 1961 THROUGH CARD NO. 61-15
- d.  CIVIL AIR REGULATION PART 6 (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-136Z, ISSUED August 2, 1961 (DATE)
  - g.  PREVIOUS FORM ACA-136Z WAS ISSUED TO EXPIRE \_\_\_\_\_ (DATE)
- BY \_\_\_\_\_ (NAME OF ISSUING REPRESENTATIVE) OF \_\_\_\_\_ (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 CAB 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 <u>J. W. McNary</u> Asst. Ch. Engr., Piper Acft. Corp.	DESIGNATION NO. DMGR 1-1	DATE 8-2-61	
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED

ATTACHMENT Form ACA 132

