



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 <p style="text-align: center; font-size: 1.2em;">Piper</p>	Model <p style="text-align: center; font-size: 1.2em;">PA-24-260</p>
	Serial No. <p style="text-align: center; font-size: 1.2em;">24-1</p>	Nationality and Registration Mark
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)

3. For FAA Use Only

The repair/alteration identified hereon complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7.

APPROVING INSPECTOR _____

DATE 4-12-96

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.
	<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 <p style="text-align: center; font-size: 1.2em;">4/12/96</p>	Signature of Authorized Individual _____
--	--

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="font-size: 1.2em;">16 Apr. 96</p>		Certificate or Designation No. <p style="font-size: 1.2em;">AP</p>	Signature of Authorized Individual _____		

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.

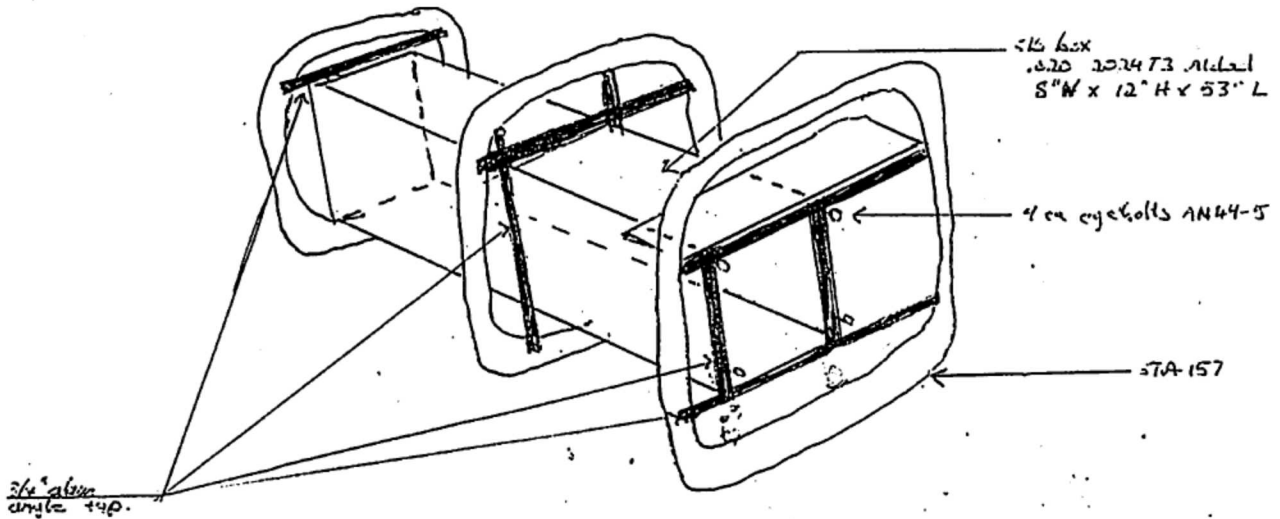
8. Description of Work Accomplished

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

Installed ski box in aft fuselage from station 157 to 210. Ski box is 8"w x 12"h x 53"L and constructed from .020 2024T3 alclad aluminum. Ski box attached to bulkheads and existing radio shelf with 3/4" 6061T6 aluminum angle and AN525832 screws and MS20365-832 nuts. 4 ea. eyebolts attached at front of box for purpose of securing cargo. Ski box constructed using methods and techniques in AC43.13-1A par 97 & 99. The following placard installed on front of ski box:

Caution!
Cargo must be secured before flight.
Weight & Balance must be computed when
using this compartment. Center of compartment
is station is 183.5. Max capacity 50 lbs.

Aircraft weight & balance revised, dated 4/17/96.



*****END*****

Additional Sheets Are Attached