



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

AEA-ISP007

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-24-260
	Serial No. 24-4297	Nationality and Registration Mark N8842P
2. Owner	Name (As shown on registration certificate) SHAVER GEORGE D GAUSS ROGER W	Address (As shown on registration certificate) 2105 BELLVALE RD FALLSTON MD 21047

3. For FAA Use Only

"The data/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 43, Section 43.7."

09-24-01

Date

Signature of FAA Inspector

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 MICHAEL R STURGES 2425 CRESWELL RD BEL AIR MD 21015	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. 315681081
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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 10 SEPT 2001	Signature of Authorized Individual MICHAEL R STURGES
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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 10 SEPT 2001		Certificate or Designation No. 315681081	Signature of Authorized Individual MICHAEL R STURGES	

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.)

N8842P

BASIS FOR APPROVAL: PREVIOUSLY APPROVED FORM 337 DATED 8-31-98
(ATTACHED) AND PIPER PA24 SERVICE MANUAL SECTION
IV, PARA 4-47 STRUCTURAL REPAIRS.

DISCRIPTION OF WORK PERFORMED: REPAIR TO REINFORCE CRACKED STRINGERS
PART NUMBERS 23743-04 LEFT AND 23743-05 RIGHT, BETWEEN
BULKHEAD FUSELAGE STATIONS 66.0 AND 70.0.
THE TWO, TOP AND BOTTOM REINFORCEMENTS ARE MADE FROM
ALCLAD .040 T3 2024 ALUMINUM. FORMING REINFORCEMENTS
WERE DONE PER AC 43 13-1A CHAPTER 4, FIG. 4-17 PARA
4-58 K THRU I. AND PARA 4-59 A & B REPAIR OF CRACKED
MEMBER. REINFORCEMENTS WERE TREATED WITH ZINK CHROM-
ATE BEFORE ASSEMBLY. RIVETING WAS PERFORMED PER AC
43 13 1A CHAPTER 4, PARA 4-57 B,C,&E. RIVIT SPACING
USED MANUFACTURES EXISTING PATTERN.

WEIGHT AND BALANCE: NEGLIGIBLE

DATE WORK PERFORMED: 10 SEPT 2001

-----END-----

☒ Additional Sheets Are Attached

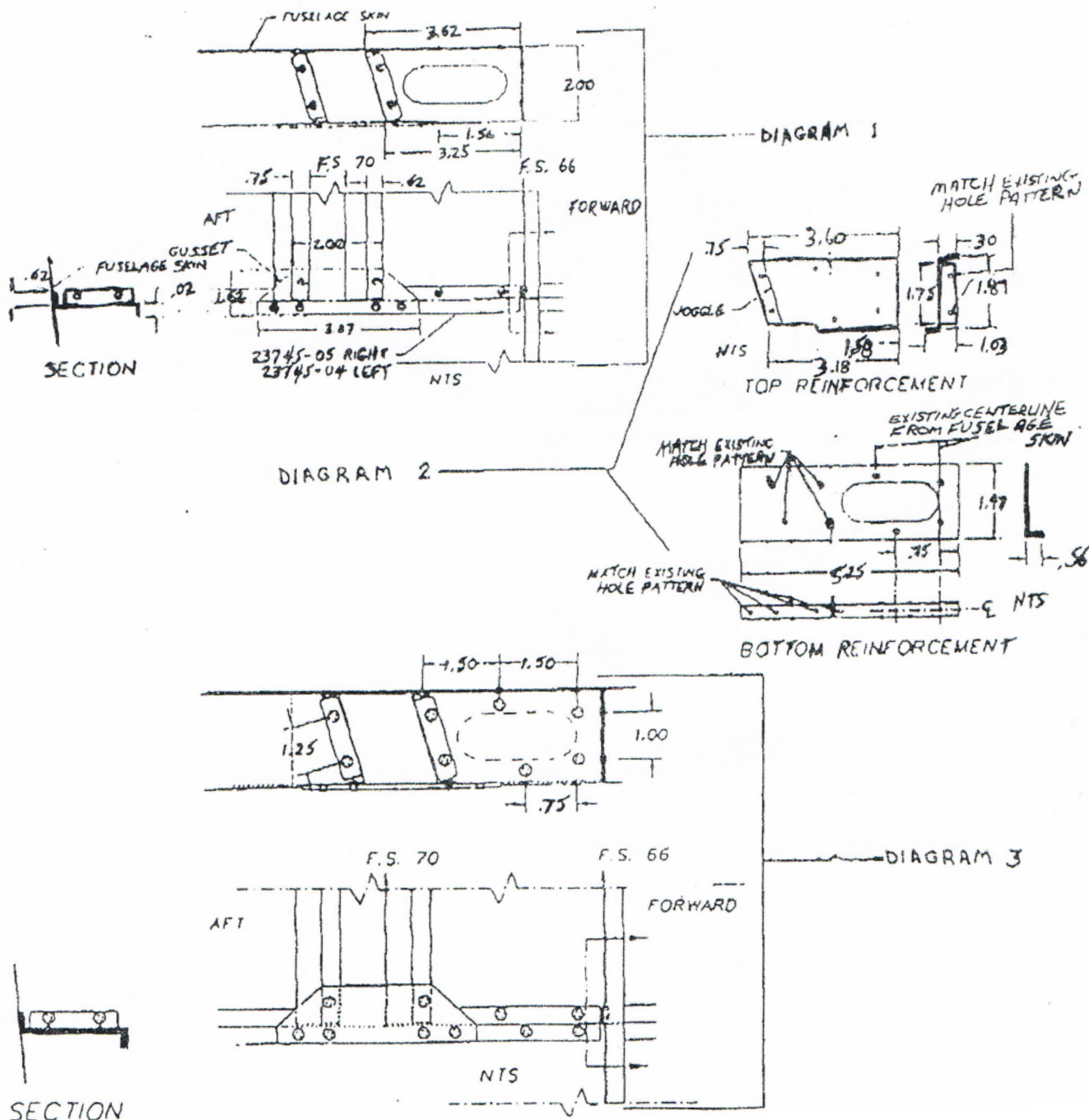
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change is negligible.

FUSELAGE SKIN

3.62

2.00

1.56

3.25

F.S. 70

F.S. 66

75

62

AFT

FORWARD

GUSSET

FUSELAGE SKIN

62

1.83

2.00

3.87

23743-05 RIGHT

23743-04 LEFT

NTS

SECTION

75

JOGGLE

1.58

1.02

1.75

1.87

MATCH EXISTING HOLE PATTERN

TOP REINFORCEMENT

Technical drawing of a rectangular patch on a fuselage skin. The patch is 192 units high and 75 units wide. It features a central oval hole. Dimensions include 5.25 units from the left edge to the center of the hole, and 56 units from the right edge of the patch to the centerline. Labels include "MATCH EXISTING HOLE PATTERN" at the top and bottom left, "EXISTING CENTERLINE FROM FUSELAGE SKIN" at the top right, and "BOTTOM REINFORCEMENT" at the bottom. A note "NTS" (Not To Scale) is present.

The image contains two technical drawings of a ship's hull structure.

The top drawing is a plan view of a hull section. It shows a rectangular area with a central oval-shaped cutout. Dimensions are indicated: 1.25 on the left, 1.00 on the right, .75 at the bottom right, and 1.50 twice at the top. There are several small circles, likely representing rivets or bolts, distributed around the perimeter and within the cutout.

The bottom drawing is a longitudinal section of the hull. It shows the hull structure from the AFT (aft) on the left to the FORWARD on the right. The section is divided into two main parts by a vertical line. The left part is labeled F.S. 70 and the right part is labeled F.S. 66. The bottom of the hull is labeled NTS. The drawing shows the internal structure of the hull, including the keel and various stiffeners.

☐ Additional Sheets Are Attached

