

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

om Appr	roved
OMB No.	2120-0020

For FAA Use Only

Office Identification

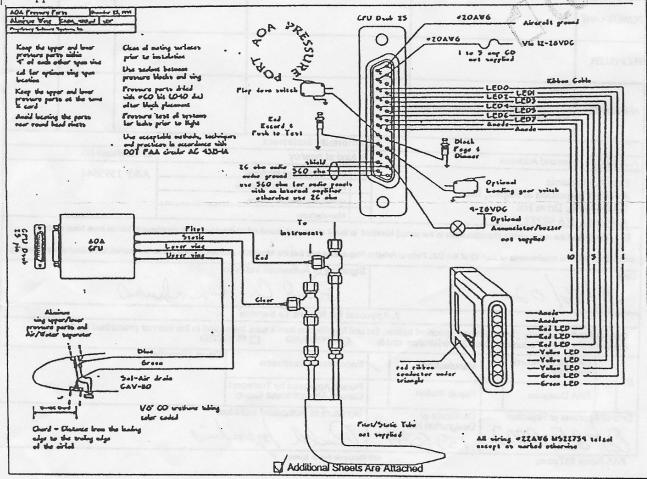
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions

	h violation (Section 901 Fo	s2 ,8V8000 m	e Part # Sp	Model RC-3	is Circle, Excu	en, Inc. 950 Ir	3348	
. Aircraft	Serial No. 56	Chapter 1 Par	C 43.11-2A	N87504	Registration Mark	tion was made come of coun	effotzek : over II.A	
86.1	Name (As shown on red	istration certificate	FEELER UA	Address (As s	hown on registratio	on certificate)	ola odT J	
Owner	Name (As shown on registration certificate) Duke, G. Roger			P.O. Box 1129 Langley, WA 98260-1129				
The	data/atteration identified	nerein complies wi	h 2 5 500 l	lea Only		400	W. Kill	
only	cable airworthiness requirements requirements to the above described action by a person authority and the control of the contr	ized in FAR 43.7	conformity	a I sup circuit i leading edge o icket attached to a capitated by	olice through a color of the co	OC		
	ATE FAA	Inspector, NM-FS	DOIDWhit Ideni	tification		5. Type		
Unit	Make		Mode	s police Chancel	Serial No.	Repair	Alteration	
IRFRAME	(As described in Item 1 above)————			h 24 mortús u na nicena (s. na	Х			
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APPLIANCE	Manufacturer			\$49 A 5 = 48		eredt erig s same stens		
			6. Conformit	y Statement				
A. Agency's	Name and Address		B. Kind of	Agency	C	Certificate No.		
		- / 11		X U.S. Certificated Mechanic A&P			1595544	
Paul A. Nyenhuis Aviation Inspection & Repair, Inc.				Foreign Certificated Mechanic				
18928 -	59th. Drive NE			Certificated Repair Station				
4 11 4	YTTA 00000			acturer		. b. b to boun boom	mode in	
D. I certify	that the repair and/or alterati	on made to the unit(s) is	dentified in item 4 a	bove and described on It	e reverse or altachme	THE DECREO DEVE DON	INSOS III	
accordance	with the requirements of Part 4	3 of the U.S. Federal A	viation Regulations	and that the information f	umished herin is true a	nd correct to the best	of my knowled	
	/		Signature	of Authorized Individu	al .			
	16/02			and a.	hypenhu	C's		
	The second second	7.	Approval for R	leturn To Service	0	/ 1	<u> </u>	
Pursuant Administr	to the authority given pers ator of the Federal Aviatio	ons specified below n Administration and	v, the unit identif	ied in item 4 was insp PROVED [] REJ	ected in the manne ECTED	er prescribed by the		
	The state of the s	Manufacturer	Inspection	Authorization	Other (Specify)			
BY	AA Designee	Repair Station	Canada A	oproved by Transport Irworthiness Group		1-1A3		
Date of Ap	proval or Rejection	Certificate or Designation No.	Signature	of Authorized Individ	ual .			

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. Installed Angle of Attack system with cockpit display instrument. Kit provided by Proprietary Software System, Inc. 950 Iris Circle, Excelsior MN 55331. Part # Sport 0008V3, Serial # 333
- 2. Installation was made in accordance with instructions provided by the manufacturer January 1, 2000.
- 3. All mounting of equipment meets the crieteria of AC 43.13-2A Chapter 1 Par 2, d.
- 4. The electrical part of the system was installed IAW AC 43.13-1B Chapter 11, Section 3, 11-30, 11-32, 11-32, and 11-33, Chapter 12 section 1
- 5. Installation
 - CPU is mounted on an existing bracket at station 17, wt. = .9 lb
 - LCD mounted on top of instrument panel, station 39, wt. + .125 lb. Placarded "Never for Primary Use" Electrical power supplied through a 1 amp circuit breaker marked AOA.
 - Pressure ports located at 13.5" from leading edge of cord (21.4%) and 20.75 in from wing end and labled. Flap microswitch mounted on a bracket attached to existing aileron cable guide blocks next to right flap hydraulic cylinder. Microswitch is actuated by movement of the cylinder and does not interfere with movement of the cylinder.
- 6. Continued airworthiness 1. Pressure ports, Clear. 2. Air/Water seperator, Drained. 3. Angle of Attack, Checked. 4. Wiring condition and security, OK. 5. Pressure tubing condition and security, OK. 6. Each 24 months a Pitot/ Static leak check will be performed on the AOA system that will coincide with the aircraft's instrument pitot/static check as required by FAR 91.411 and compliance with applicable bulletins from the manufacturer.



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- 4. The electrical part of the system was installed IAW AC 43.13-1B Chapter 11, Section 3, 11-30,11-31,11-32 and 11-33
 - 5. Weight and balance change is negligible.
- 6. The magnetic compass was checked IAW AC 43.13-1B Chapter 12 Section 3 12-37 b., (1), (2), and
- 7. The altimeter and static system tests required by FAR 91.411have been performed and passed see Aircraft Record this date.
 - 8. It was determined that there were no previous incompatible alterations to the Aircraft.

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8	B. Description of Work Accomplished if more space is required, attach additional sheets. Identify with sircraft nationality and registration mark and date work complete	d.)					
19	major alteration have been accepted by the FAA, superceding the Instructions for Continued Airworthiness (date)." Once the revision has been accepted, a maintenance record entry will be made, indentifying the						
1	revision, its location, date of the Form 337.						
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		1.					
	Additional Sheets Are At						