

US Department
of Transportation
Federal Aviation
Administration

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

Form Approval
ONB 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: Stinson	Model: HW-75 (105)
	Serial No.: 7247	Nationality and Registration Mark U.S.A. - N23792
2. Owner	Name (As shown on registration certificate) Twenty-One-O-Three Mike Corp.	Address (As shown on registration certificate) c/o Dale P. Jewett 2601 Canterbury Drive Hutchinson, Kansas 67502

3. For FAA Use Only

4. Unit Identification


6. 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 Alvin L. Sowers 1307 E. 26 th Hutchinson, KS 67502	B. Kind of Agency		C. Certificate No. A. & P. 1514515	
	<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: September 1, 2000	Signature of Authorized Individual 
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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 September 1, 2000	Certificate or Designation No. 1514515	Signature of Authorized Individual 
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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 U.S.A - N23792

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

FUSELAGE CLUSTER/FRAME DAMAGE REPAIR DETAILS:

Fabricated a fwd cabin fuselage frame jig - 38 3/4" inside width and installed at inside fwd lower door frame tubes (clamped w/ hose clamps) Sawed out small bits of damaged X-members. Jigged damaged area of fuselage, cut out L Fwd damaged cluster w/ L Fwd landing gear attach bracket.

Straightened LH lower longeron at fuselage Sta. 3.0", fabricated reinforcement tube split sleeve, and welded in place over dented/straightened area.

Fabricated replacement tube for broken area of LH lower longeron at fuselage Sta. -4.5" and tacked into place.

Fabricated 2 reinforcement tube split sleeves, and welded into place over replacement tube at Sta. -4.5.

Fabricated "fish-mouth" outer tube split sleeve for fwd LH door frame tube and welded into place on tube and LH lower longeron at damaged area at Sta. -4.5.

Fabricated "fish-mouth" outer tube split sleeve for 5/8" fwd/upward diagonal brace tube, and welded into place on tube and LH lower longeron at damaged area at Sta. -4.5.

(Fabricated "fish-mouth" outer tube split sleeve for 3/4" aft/upward diagonal brace tube, and welded into place on tube and LH lower longeron at damaged area at Sta. -4.5.

Fabricated "fish-mouth" outer tube split sleeve for 5/8" cross tube, and welded into place on tube and LH lower longeron at damaged area at Sta. -4.5.

Removed cross fuselage jig.

Fabricated "fish-mouth" outer tube split sleeve for 3/4" fwd/right horizontal brace tube, and welded into place on tube and LH lower longeron at damaged area at Sta. -4.5.

Fabricated "fish-mouth" outer tube split sleeve for 5/8" aft/right horizontal brace tube, and welded into place on tube and LH lower longeron at damaged area at Sta. -4.5

NOTE: All steel tubing materials used were the same specification as the original. All fabrication and welding described hereinabove was accomplished as per AC 43.13-1A, Chapter 2, Section 2, paragraphs 71 & 75, & figures 2.5 & 2.9, in whole or in part.

(END)

Additional Sheets Are Attached