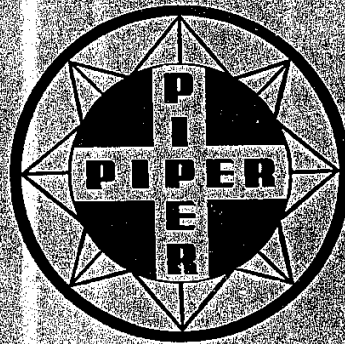


AIRCRAFT LOG

N 6515 B



PIPER AIRCRAFT CORP., LOCK HAVEN, PA.

Instructions for the Use of Log Book

1. This log must always accompany the aircraft to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, reconditioning, etc., should be affixed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

AIRCRAFT LOG

Aircraft Name *Piper* Model *PA-22* Serial No. *22-4111* License No. *N 6815B*

Engine Name *Lycoming* Model *O-320* Serial No. *4412-27*

Description of Aircraft *Biplane, Cabin* T.C. No. *1A6*
Landplane, monoplane

Date of Manufacture

Seating Capacity (including pilot) *4* Wt. Empty *1126* Gross Wt. *2000*

Make of Propeller *Sensenich* Hub Design No. Hub Serial

Blade Design No. *M74DM* Blade Serial Nos. *18668*

Owner

Address

Transferred to Date

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

a, CA 93061 805.525.4352
 A-22-150 S/N: 22-4111
 5 Total Time: 1787.5
 all controls. Serviced fuel strainer.
 as were found. C/W FAR 91.207
 rthy and the switch was placed in
 switch batt expires 10/2020.
 eted compass wing. Converted from
 45RM, see form 337. Replaced
 gies with new. Replaced all
 e bulletin #836A by replacement of
 if new round tail brace wires p/n
 el selector valve. C/W A.D. 67-24-
 Installation of placard: C/W A.D.
 59-10-08 by inspection of gas
 j wing lift struts and by installation of
 16-04 by installation of fuel quick
 es. Replaced interior headliner with
 aft was reassembled and rigged per
 r. Replaced all fuel and oil system
 onents have been inspected,
 t manufactures data, guidance and
 service only for the work performed.

ine

Min.

Ray's Aviation PO Box 887 Santa Paula, CA 93061 805.525.4352

Reg#: N8815B Make: PIPER Model: PA-22-150 S/N: 22-4111

Date: 4/8/2013 Tach/Hobbs: 1787.5 Total Time: 1787.5

Installed Williams Aircraft dual toe brakes per STC# SA8438SW, see form 337 dated
 01-17-2013. Installed Aero Fabricators shoulder harness and seat belts per STC#
 SA149GL, see form 337 dated 03-13-2013. Replaced tail leaf springs with new.
 Replaced O-rings in lower brake cylinders and serviced fluid. Replaced oil cooler
 hoses with new. Weighed aircraft and calculated new weight and balance. Replaced
 tail tire tube with new. Packed all wheel bearings. Replaced ignition switch with new p/n
 A510-5. Replaced fuel primer O-rings. Serviced aircraft batt. Serviced fuel strainer.
 Completed an annual inspection in accordance with appendix "D" to part 43. The
 aircraft and components were inspected and repaired in accordance with the current
 rules of the Federal Aviation Regulations and found to be airworthy and was returned to
 service only for the work performed. Ray Maxon A&P

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Min.

Civil Aeronautics Act of 1938, punishable by Civil Penalty.

NOTICE: Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.



UNIVAIR AIRCRAFT CORPORATION

PLANT, OFFICES AND WAREHOUSES: RT. 3, BOX 59, AURORA, COLORADO 80011

TELEPHONE: (303) 364-7661

UNIVAIR

Dear Customer:

Thank you for your inquiry into the possibility of converting your Piper PA-22 to the PA-20 configuration. We hold STC SA45RM for this conversion. Our kits and parts have become quite a popular item for the General Aviation Enthusiast and home builders resurrecting their older aircraft.

The conversion is not a particularly difficult project. Besides the normal mechanical cutting, fitting, etc. it requires a good welder. Basically this is what is required. New forward gear fittings are welded on the first station back of the firewall. The new gears are used for alignment. The new PA-20 gear's rear leg utilizes the original forward "22" fuselage fittings and the main leg of the "20" gear uses the newly installed fittings. The hydra-sorb attachments remain the same. "U" channel and fabric reworking is required on the belly to accommodate the gears being moved forward. A bracket is welded on the tail post for the tailwheel assembly. New rudder pedals and toe brakes need to be installed. The rudder control cables need some reworking. The bottom cowl-ing needs to be modified. This is a generalization of what is required and is covered in detail on our instruction sheets and supplied blueprints.

The 2200 Series Conversion Kits provide you with a choice of wheels and brakes. You can use the LPC 1012-40 and 41 gear which will allow you to use your present PA-22 wheels and brakes, or you may elect to use the LPC 1012-50 and 51 gear which uses the newer McCauley wheel and dual piston disc brake combination. Gears for Cleveland wheels and brakes are also available. You have a choice of two pneumatic tailwheels. The solid rubber tailwheel is available on special request.

The accompanying parts and price sheet covers all of the material needed for a complete conversion. A popular kit for most aircraft owners has been our 7-L2200-01 (PA-22 wheels and brakes) equipped with options L2 and L7 (left side brakes and Scott tailwheel). However, if you occasionally operate from short air strips, rough terrain, or just want to have better braking, we recommend using our 2200-02A Kit. This kit includes modern two piece McCauley aluminum wheels, with a static load rating of 2500 pounds and capable of accepting the 850 x 6 tire. The brake is dual piston with 6½ inches of heavy duty brake lining, which provides excellent braking as compared to the original equipment.

We are looking forward to serving your aircraft needs and should you require additional information, please feel free to contact us again.

Sincerely;


Stephen E. Dyer
President
UNIVAIR Aircraft Corporation

WORLD-WIDE MANUFACTURERS AND DISTRIBUTORS OF SWIFT, ERCOUBE AND STINSON PARTS AND ASSEMBLIES
AEROMATIC, FLOTTORP FIXED-PITCH AND CONTROLLABLE PROPELLERS AND BEECH PLASTIC BLADES

FAA Repair Station No. 4631-Airframe and Propellers



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR 43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This form is required by law (49 U.S.C. 44701). Failure to report can result in a civil penalty for each such violation (49 U.S.C. 46301(a)).

1. Aircraft	Nationality and Registration Mark N6815B	Serial No. 22-4111	
	Make PIPER	Model PA-22-150	Series
2. Owner	Name (As shown on registration certificate) MAXON RAYMOND	Address (As shown on registration certificate) Address [REDACTED] City & State [REDACTED] Zip & Country 93061 USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	XXXXXXXXXXXX	(As described in item 1 above)	XXXXXXXXXXXX
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name RAY MAXON		☒ U.S. Certified Mechanic	Manufacturer
Address [REDACTED]		☐ Foreign Certified Mechanic	C. Certificate No.
City & State [REDACTED]		☐ Certified Repair Station	[REDACTED]
Zip & Country 91384		☐ Certified Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual [REDACTED] Ray Maxon January 11, 2013
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected					
BY	FAA Flt. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport	
	FAA Designee	Repair Station	☒ Inspection Authorization	Other (Specify)	

Certificate or Designation No. [REDACTED]	Signature/Date of Authorized Individual Ray Maxon [REDACTED] January 11, 2013
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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.)

1. Converted from tri-cycle landing gear to conventional landing gear in accordance with Light Plane Components installation drawing list # 1033-1 provided with STC# SA45RM.

2. Weight and balance updated.

----- E N D -----

☐ Additional Sheets Are Attached