



## 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).

<b>1. Aircraft</b>	Make <b>Mooney</b>	Model <b>M18C</b>
	Serial No. <b>283</b>	Nationality and Registration Mark <b>N528KW</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Mike McCrath</b>	Address (As shown on registration certificate) <b>6329 39th Ave SW Seattle WA 98136</b>

~~THE DATA IDENTIFIED HEREIN IS FOR FAA USE ONLY AND IS NOT TO BE RELEASED TO THE PUBLIC.~~  
AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43.7

APPROVING INSPECTOR *William R. Moore* DATE 2/12/97  
NAME, TITLE, SIGNATURE

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	..... (As described in item 1 above) .....				X
POWERPLANT	Continental	A65-8	62099-3-8		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
William R. Moore P.O. Box 3223 Arlington, WA 98223	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P# 547969437
	<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 <b>January 21, 1997</b>	Signature of Authorized Individual <i>William R. Moore</i>
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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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization <input type="checkbox"/> Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection <b>2-12-97</b>	Certificate or Designation No. <b>547969437</b>	Signature of Authorized Individual <i>William R. Moore</i>	

### 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.)

N528KW

S/N 283

M18C

January 21, 1997

Installed oil filter kit manufactured by Airwolf Filter CORP., P/N AFC-K008, in accordance with STC SA00079NY, and per Manufacturer's Instructions dated, 01/08/94.

New Teflon, TSO Type D, oil hoses, manufactured by Tight Flex CORP., P/N F13000010-0132, and P/N F13000010-0214, were installed, torqued, & routed in accordance with AC43.13-1A, CH. 10, SEC. 1, PARA'S 393 B, D, & E. Workmanship was performed per AC43.13-2A, Chapter 1.

Equipment list/weight & balance records re-calculated.  
Logbook entry completed.

-----No More Text Follows-----

Additional Sheets Are Attached