



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

Critical Identification
FAA-AAI-FSDO-03

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make CESSNA	Model 170B
	Serial No. 25842	Nationality and Registration Mark N3198A
2. Owner	Name (As shown on registration certificate) HILL DAVID M, HILL CURTIS M	Address (As shown on registration certificate) 45105 CENTRAL AVE. SOLDOTNA ALASKA 99669-6902

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 Part 43.

11-16-99

Date

Signature *[Signature]*
FAA-AAI-FSDO-03

4. Unit Identification

5. 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	B. Kind of Agency	C. Certificate No.
JAY SMITH 630 SANDPIPER LANE KENAI, ALASKA 99611	☒ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☐ Certificated Repair Station ☐ Manufacturer	A&P560476638

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 11/12/99	Signature of Authorized Individual <i>[Signature]</i>
------------------	--

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 Ftl. Standards Inspector	Manufacturer	☒	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 11/18/99	Certificate or Designation No. 560476638 I/A	Signature of Authorized Individual <i>[Signature]</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.)

N3198A Cessna 170B S/N25842

1) Remove main wheels and tires. Installed Goodyear 26x10.5x6 tires and tubes on cleveland 6" wheels. This aircraft is configured with single piston brakes.

2) Painted slip marks on wheels and tires. Calculated most forward and most rearward center of gravity. Aircraft remains in C.G. envelope. Amended weight and balance to reflect tire change.

3) For continued airworthiness tires should be inspected for defects and slipping before each flight. Tire pressure must be maintained above 10 psi. The alteration described above shall be inspected in accordance with FAR 43, App. D.

-----END-----

☒ Additional Sheets Are Attached



U.S. Department
of Transportation
Federal Aviation
Administration

Anchorage Flight Standards District Office
Alaskan Region

4510 W. Int'l Airport Road
Anchorage, AK 99502-1088

Phone: (907) 271-2000
Fax: (907) 271-2097

WORK SHEET FOR TUNDRA TIRE INSTALLATION

I certify that N 319814 S/N 25842 has a current weight and balance. Furthermore, the forward and aft C/G for both the aircraft's new empty weight and gross weight has been determined.

Jay Smit
Name

AIP 560476638
A&P Cert No

11/10/99
Date

I certify that the aircraft wing/ tail/ and control surfaces have not been improperly altered and the aircraft is properly rigged.

Jay Smit
Name

AIP 560476638
A&P Cert No

11/10/99
Date

I certify this aircraft was flown in accordance with FAR 91.407. One flight conducted at the worst-case most forward C/G, and one flight conducted at the worst-case most aft C/G. The aircraft was flown at airspeeds from Stall to 160 mph and no appreciable effects on the flight characteristics were experienced. All tests must be conducted at a safe altitude and outside controlled airspace. Airman must hold at least a private pilot certificate.

Daniel M. Zeller
Name

531-46-0897
Airman Cert No.

11/10/99
Date

THIS FORM MUST BE RETAINED IN THE AIRCRAFT RECORDS

WEIGHT AND BALANCE
MOST FORWARD AND
REARWARD CALCULATIONS

N3198A Cessna 170B S/N 25842

MOST FORWARD C.G.

ITEM	WEIGHT	ARM	MOMENT
AIRCRAFT EMPTY WEIGHT	1390	37.33	51885.25
Meto Fuel	72.5	48	3480.00
pilot	170	36	6120.00
Pax	170	36	6120.00
TOTAL	1802.5	37.5	67605.25

MOST REARWARD C.G.

ITEM	WEIGHT	ARM	MOMENT
AIRCRAFT EMPTY WEIGHT	1390.0	37.33	51558.25
Full Fuel	252	48	12096
pilot	170	36	6120
Pax	268	70	18760
Baggage	120.0	95	11400
TOTAL	2200	43.96	96121.25

AIRCRAFT WEIGHTS COMPUTED THIS DATE, 11/12/99
JAY SMITH A&P 560476638


