



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

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

1. Aircraft	Make	SCHWEIZER	Model	SGS 1-26E
	Serial No.	637	Nationality and Registration Mark	N33917
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)	
	HAURI, THEODOR M		P.O BOX 532 JACKSON NH. 03846-0532	

3. For FAA Use Only

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
ROBERT D. BURCHARD 298 McEyoy Rd. New Braintree MA 01531	<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	AP 1701249

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	Signature of Authorized Individual
7/23/99	Robert D Burchard

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		Certificate or Designation No.	Signature of Authorized Individual	
7/23/99		AP029446799EA	James Juleau	

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.

B. Description of Work Accomplished

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

CONTROL SURFACES- RECOVERING

Right and left ailerons, Rudder and right and left Elevators removed from a/c, stripped of fabric and inspected for damage and corrosion - none found . All surfaces are of aluminum construction and are zinc chromate coated.

Controls inspected before covering this date by:

1/20/99
James J. Julew
APC29446299-IA

Controls covered IAW Schweizer A/C dwgs., # 26D946- elev., # 26960B- ailerons, # 26D-955- rudder. Per Drawings, components covered with Ceconite 102 Material- TSO C-15d Purchased from Air Tehc Coatings inv.11555, date 1/13/99, Application using Blanket Method, over lapping seams secured with Ceconite Super Seam cement Mufg by Poly Fiber. Coating with Randolph Rand-o-Proof (nitrate) # G-6302 base coat, Non-tautening butyrate # W-8350 build up coats and Rand-o-Fill # G-6303 butyrate UV block. Randolph coatings purchased from Alexander Aircraft inv. 103674, 1995.

Cosmetic top coat color with Dupont Prim-N-Seal primer and Dupont Silver metallic # 44716U yr 1985. applied as outlined in Duponts application guide for "Imron Aircraft finishes".

All work done IAW above listed Schweizer Drawings and with reference to Ceconite Manual 101 aug, 1997 Revision and AC 43.13-1B ch.3 sec, 1 par 2-6, and Using original Schweizer A/C covering methods.

All control surfaces are of an Unbalanced type. No change to A/C weight and Balance.

All controls reinstalled and rigged to Schweizer specifications as listed TC 1G10 and Schweizer Flight- Erection- Maintenance Manual for models 1-26A thru. E.

+++++++ END+++++++

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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.

1. AIRCRAFT	MAKE <i>Schweizer</i>	MODEL <i>SGS1-26E</i>
	SERIAL NO. <i>637</i>	NATIONALITY AND REGISTRATION MARK <i>N33917</i>
2. OWNER	NAME (As shown on registration certificate) <i>Theodor Haori</i>	ADDRESS (As shown on registration certificate) <i>P.O. Box 532 RT 16, Pinkham Notch Rd</i>
	3. FOR FAA USE ONLY <i>JACKSON N.H. 03846</i>	

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.
<i>Robert D Burchard, 248 Hill Endy Rd New Braintree, MA 01531</i>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	<i>AP 1701249</i>

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 <i>7/28/97</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert D Burchard</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 APPROVED REJECTED

BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION <i>7/28/97</i>	CERTIFICATE OR DESIGNATION NO. <i>1799647</i>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Yema/Leach</i>
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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.)

Removed And Replaced Fabric on Horizontal

Tail Surface with Celonite 102 material in accordance with Celonite Procedure Manual #101 & STL # SA 2666WE and in accordance with AC 43.13-1A, Chapter 3, Sections 1 and 2 were applicable.

Material was top coated with NITRATE Primer Base And Butyrate nonstaining Clear, Silver and white Build up. No change to weight & Balance.
— End —