



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

US Department of Transportation

Federal Aviation Administration

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 violation (Section 901 of Federal Aviation Act of 1958).

1. Aircraft	Make <p style="text-align: center;">Ryan</p>	Model <p style="text-align: center;">Navion B</p>
	Serial No. <p style="text-align: center;">NAV-4-2313B</p>	Nationality and Registration Mark <p style="text-align: center;">N5413K</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Putney, William W III Rodgers, Gail C</p>	Address (As shown on registration certificate) <p style="text-align: center;">5780 Balmoral Drive Oakland, CA 94619</p>

3. For FAA Use Only

4. Unit Identification

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

6. Conformity Statement

A. Agency's Name and Address <p style="text-align: center;">Pierre Borduas 875A Island Dr. #253 Alameda, CA. 94502</p>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <p style="text-align: center;">A.P. 2020552 I.A.</p>
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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 <p style="text-align: center; font-size: 1.5em;">6-2-03</p>	Signature of Authorized Individual <p style="text-align: center;"><i>P. Borduas</i></p>
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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 <p style="text-align: center; font-size: 1.5em;">6-2-03</p>	Certificate or Designation No. <p style="text-align: center;">A.P. 2020552 I.A.</p>	Signature of Authorized Individual <p style="text-align: center;"><i>P. Borduas</i></p>
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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.)

Introduction: As part the annual inspection a check was made, per A.D. 55-01-01 to determine if there were cracks in fuselage frame at Station 294.1. It was determined by a dye penetrant inspection that there were cracks at the location specified in the A.D. but that the cracks had not progressed past "the critical rivet". The A.D. directed that doubler plates be fabricated and applied in accordance with Ryan Service Bulletin number 22.

Description of work: The aircraft's rudder, elevators and the vertical and horizontal stabilizers were removed to facilitate the installation of the doubler plates.

Doubler plates were fabricated and applied as described in Ryan S.B. 22. There was no deviation from the material, fabrication or procedures detailed in the Service Bulletin.

The aircraft's rudder, elevators and the vertical and horizontal stabilizers were reinstalled and the aircraft re-rigged in accordance with the Ryan Navion Service Manual.

The weight of the doubler plates and fasteners were added as an item to the equipment list for the aircraft and a new dry weight and balance calculated in accordance with 43.13-1B (10-20). This alteration does not place the aircraft's dry weight and balance outside the limits established in the aircraft's TCDS.

----- NOTHING FOLLOWS -----