

NOTICE

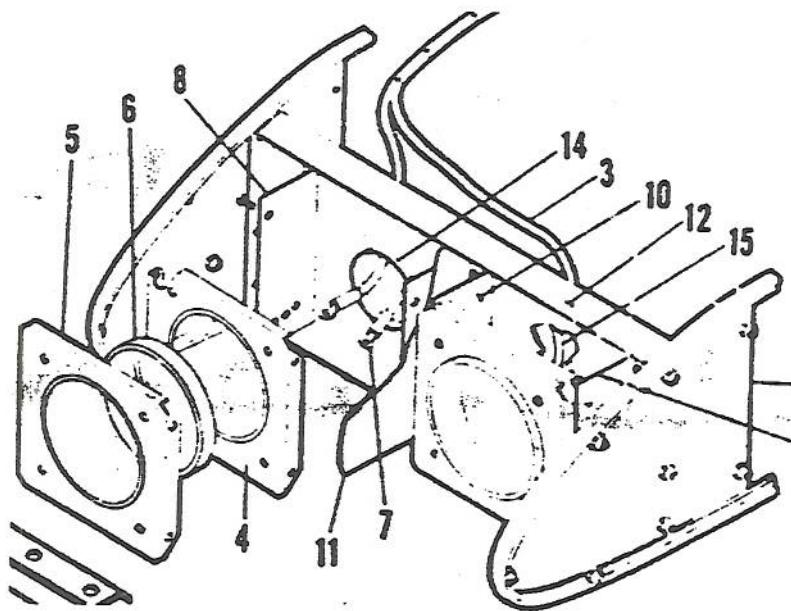
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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

USA, N3572T, 20 JANUARY 1999

1. Installation of Piper landing and taxi light assembly into the left wing.
 - A. Removed P# 1401-1R nose rib from between the 4th and 5th rib from the outboard side of left wing.
 - B. Removed 12 inches of wing leading edge from between the ribs stated above.
 - C. Trimmed to fit and installed PA-18 landing and taxi light assembly Univair P# 754-053 between ribs stated above using Piper PA-18-150 landing light installation drawing # 14442 and AC.43.13-1A chapters 5, 9, 10, and 13 as a guide.
 - D. Installed .032 2024-T3 reinforcement between the 4th and 5th from outboard side nose ribs on left wing extending from the top to the bottom of the front spar leaving a .75 inch edge on the sides and a 4 inch edge from the top and bottom of the spar to mount the lens and lens cover.
 - E. Installed two 12 guage wires for landing and taxi light assembly. Grounded lamps to assembly frame as per original piper installation procedure.
 - F. Installed two 15 amp circuit breakers, Cessna P# S1579A2, in electrical panel.
 - G. Installed two 15 amp toggle switches, Cole Hersee P #5582, in electrical panel.
 - H. Installed .080 inch thick acrylic lens for landing and taxi light assembly.
 - I. Electrical load analysis calculated IAW AC.43.13-1a. para 428, 429, and 430.
 - J. Pilots Operator Handbook reflects electrical emergency procedures.
 - K. Weight and balance, and equipment list updated as required.



END

Additional Sheets are Attached