



U.S. 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 a civil penalty not to exceed \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

1. Aircraft	Make CESSNA	Model 182G
	Serial No. 18255569	Nationality and Registration Mark N2469R
2. Owner	Name (As shown on registration certificate) Forsberg Charles A.	Address (As shown on registration certificate) 10255 NW Old Cornelius Pass Rd. Portland OR 97231

3. For FAA Use Only

The data furnished herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in Part 43, Section 43.7

NOV 19 1999
DATE SIGNATURE PDX F800

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
Airframe	(As described in Item 1 above)				X
Powerplant					
Propeller					
Appliance	Type				
	Mnfr				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
Dirk H Wittig 7640 SW Skyhar Dr Portland, OR 97223	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A&P542842632
	<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 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 Nov. 19, 1999	Signature of Authorized Individual <i>Dirk H Wittig</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 Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (specify)
	FAA Designee	Repair Station	Person Appr. by Transport Canada Airworthiness Group	

Date of Approval or Rejection Nov. 19, 1999	Certificate or Designation No. IA 542 842632	Signature of Authorized Individual <i>Dirk H Wittig</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.

B. Description of Work Accomplished

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

Installed a V-type high frequency antenna utilizing components from an ADF-SS-R stainless ADF antenna kit for a HAM radio antenna. The feed through insulator is mounted aft of the rear window at station 121.00 using a .040 2024-T3 doubler tied in to the bulkhead at station 124.00. The insulator is sealed at the skin using a gasket.

The antenna is attached at the right wing tip rib 22 inches aft of the leading edge using a 3.5 inch by 3.5 inch .040 2024-T3 bracket similar to AC43.13-2A, Figure 3.17A and is configured for the antenna to remain clear of the aileron travel.

The antenna is attached to the vertical fin using the ADF antenna kit hook into the leading edge of the vertical fin just below the fin cap. It is insulated using an in-line insulator and tensioned using an ADF antenna tensioner.

Antenna wire is .040 diameter stainless steel.

The ICOM HAM radio receiver is mounted on the avionics shelf at station 116.00 using a .032 2024-T3 doubler plate that is 8 inches by 10 inches. The antenna tuner is mounted below the rear window deck at station 115.00. Mounting is per AC43.13-2A chapter 1, par 2d and par 25, a,b,c.

The receiver is wired through a 30 amp fuse direct to the buss side of the master solenoid.

The remote panel unit is hand held. It is placarded "TRANSMISSIONS ON HIGH FREQUENCY APPROVED FOR DAY VFR USE ONLY".

Electric load analysis performed per 43.13-1B par 11-36d and found continuous electrical load does not exceed 80% of system capacity.

Weight and balance data updated.

For continued airworthiness maintain radio and antenna installation in accordance with Cessna 100 Series Service Manual, D637-13, chapter 2.

