



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
AAL-FSDO-03

INSTRUCTIONS: Print or type all entries. See Title 14 CFR 43.9, Part 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. 44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. 46301(a))

1. Aircraft	Nationality and Registration Mark USA N1742D	Serial No. 20185	
	Make CESSNA	Model 170A	Series
2. Owner	Name (As shown on registration certificate) BAKLARZ RALPH	Address (As shown on registration certificate) Address [REDACTED] City EAGLE RIVER State ALASKA Zip 99577-8032 Country USA	

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in 43.7.

12/11/2007
AAL-FSDO-03

4. Type

5. Unit Identification

Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1a above)	
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency Name and Address		B. Kind of Agency		Manufacturer
Name JOHN MARK WEBB / JOHN MARK AIR REPAIR LLC		<input checked="" type="checkbox"/> U.S. Certificated Mechanic		C. Certificate No. [REDACTED]
Address [REDACTED]		<input type="checkbox"/> Foreign Certificated Mechanic		
City CHUGIAK State ALASKA		<input type="checkbox"/> Certified Repair Station		
Zip 99567 Country USA		<input type="checkbox"/> Certified Maintenance Organization		

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature of Authorized Individual [REDACTED]
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Person Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Signature/Date of Authorized Individual

Designation No. 1/11/08 [REDACTED]

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 N1742D

Nationality and Registration Mark

/2007

Date

S#20185

Cert Basis: TC A-799 Rev 54 CAR 3 dated 15, 1946, as amended by 03-1 thru 03-4

Removed main leaf spring P/NU0542106 & installed Bird Dog spring P/N06421101.

C/W & referred to CAR 3.146 & 3.250-3.252 Improves shock absorption. 3.295 & AC43.13 1B Chapter 6 Section 3 Tail spring is corrosion proofed. 3.296 Easy accessibility for inspection. 3.305 Spring increases tail safety since tail is subject to pounding.

All installation work done I/A/W Cessna 170 Service Manual.

ICA: Inspect every 100hr/annual for security, wear, deterioration, corrosion and other factors that may cause failure. After hard landing, inspect for buckled structures, sheared/loose bolts, etc.

No additional OH time limitations

No additional airworthiness limitations

How to revise the ICA. Submit to the local FSDO with a copy of the revised FAA form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location & date of the Form 337.

Weight & balance negligible.

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☐ Additional Sheets are Attached