



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

SPOKANE FSDO

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

1. Aircraft	Make NEW PIPER	Model PA-46-350P
	Serial No. 4636107	Nationality and Registration Mark N92884
2. Owner	Name (As shown on registration certificate) EDMO DISTRIBUTORS, INC	Address (As shown on registration certificate) 12830 E. MARIBEAU PKWY SPOKANE, WA 99216-1464

3. For FAA Use Only

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.
CURTIS W. VANDEGRIFFE ROCKET ENGINEERING CORP. E. 6427 RUTTER SPOKANE, WA 99212	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	AP541660388
	<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 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 30 SEP 2003	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 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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 09-30-03	[Redacted]
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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.)

N92884..SN 4636107..TOTAL TIME 905.7..HOBBS TIME 905.7..

This aircraft has been modified by the addition of STC ST00541SE in accordance with Master Drawing List 660.00.000, revision P, dated 15 May, 2001, or later FAA Approved revision, and Installation Instructions 660.100, revision N/C, dated July 24, 1998, or later FAA Approved revision. This Major Alteration basically replaces the original engine with a PT6 engine, and the original propeller with a 4 bladed propeller. Other changes were necessary in order to incorporate this change into the existing airframe, such as a new engine mount, redesigned cowling, fuel system, engine controls, indicating instruments, electrical systems, heating systems, pressurization system, control switches, removal of previously installed spoilers (if they were installed), and other less obvious changes. The primary purpose of this modification is to install a more reliable engine. Other changes have resulted from this conversion which includes a shortened airframe and wing life limit. Operating differences between the original aircraft and this modified version are significant, and warrant an Aircraft Flight Manual (AFM), or Pilots Operating Handbook (POH) supplement which supercedes the original POH/AFM in many ways. This FAA Approved supplement is too large to fit into section 9 of the POH/AFM, so it has been issued as a separate document in it's own binder. Also, Instruction for Continued Airworthiness are contained in a separate Maintenance Manual that is specifically for the interface items that are not addressed in Piper or Pratt & Whitney Service Manuals, such as the engine mount, fuel system, etc. Field propeller servicing is basically the same as the original. weight and Balance has been accomplished by certified scale weights before and after the conversion. The resulting data is included in section 6 of the supplement to the POH/AFM. PA-46-310P aircraft have had the maximum gross weight increased up to the PA-46-360P limits of 4318 for ramp weight and 4300 for takeoff, 4100 for landing. Most PA-46-360P aircraft retain the original limiting weights. Those PA-46-360P aircraft with serial numbers 4636196 and higher have weight limits of 4358 maximum ramp, 4340 maximum takeoff, 4123 maximum landing and zero fuel weights. Also, this latter serial number grouping may carry up to 200 pounds in the aft baggage compartment. On all aircraft modified under this STC, the forward baggage compartment is limited to 30 pounds of baggage due to the fuel sump tank installation in that area. New wing life limit is 13378.86 hours, and new fuselage life limit is 9221.07 hours, based on this STC and the airframe total time noted above.

***** NOTHING FOLLOWS *****

Additional Sheets Are Attached