

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

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 form 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 Champion Aircraft	Model 7EC
	Serial No. 7EC-454	Nationality and Registration Mark N7420B
2. Owner	Name (As shown on registration certificate) James L. Freeman	Address (As shown on registration certificate) 810 Holly Knoll Dr. Anderson SC 29626-6909

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 Scott A. Gifford 6587 Crystal Ln Prescott, AZ 86301	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <p style="text-align: center; font-weight: bold;">A&P527493691</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 09-08-2002	Signature of Authorized Individual <div style="text-align: center;"> Scott A. Gifford </div>
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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	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canadian Airworthiness Group	

Date of Approval or Rejection 09-08-2002	Certificate or Designation No. IA527493691	Signature of Authorized Individual <div style="text-align: center;"> Scott A. Gifford </div>
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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.)

Removed both seat (lap) belts. Installed 3 inch wide MS22033-4 military style seat belts (conforming to TSO-C22f) to existing attach points. Installed corresponding shoulder harnesses (2 inch wide "Y" style) by the following:

Front seat: 1/8 inch diameter 7x19 steel cable wrapped at each end multiple times around the clusters formed by the cabin upper longerons (3-1050-3 and 7-1050-4), cross tube (3-1050-2), upper diagonal tube (3-1050-4), and upper diagonal tubes (7-1050-43). Ends are Nicopress sleeved. Centered behind the seat, a loop is formed by inserting a thimble (AN100-4) and a Nicopress sleeve. The shoulder harness is attached to this loop by an AN115-21 shackle, AN3 bolt, MS21044N3 nut, and NAS1149F0363P washers.

Rear Seat: 1/8 inch diameter 7x19 steel cable wrapped multiple times around the cluster formed by the junction of the upper cabin longerons (7-1050-5), the rear fuselage upper longeron (7-1050-6) and vertical tubes (7-1050-29 and 7-1050-30). This cluster is centered behind the rear seat and is above average shoulder height. Forward of the cluster, the cable has a loop formed by inserting a thimble (AN100-4) and a Nicopress sleeve. The shoulder harness is attached to this loop by an AN115-21 shackle, AN3 bolt, MS21044N3 nut, and NAS1149F0363P washers. The ends wrap around the cluster and are Nicopress sleeved at the rear of the cluster.

Work performed *V/A/W* AC43.13-1B paragraphs 7-140, 7-141, 7-142, 7-148, AC43.13-2A paragraphs 146, 147, 149, 150, 151, 156, 157, 158, 161, 163, and 166. Advisory Circular AC 21-34 also used for general information.

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Additional Sheets Are Attached