



US Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

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 N2613V Ser. No. 18123	Serial No. 18123
	Make Cessna	Model 170
2. Owner	Name (As shown on registration certificate) Michael J Jones	Address (As shown on registration certificate) Address PO Box 2024 City Folsom State CA Zip 95763 Country USA

3. For FAA Use Only

The data contained herein complies with airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.7

Signature

Richard T. Dilbeck, ASI

Date: 01/17/2013
AWP-25

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME		(As described in Item 1 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's Name and Address		B. Kind of Agency	
Name		U. S. Certificated Mechanic	Manufacturer
Address		Foreign Certificated Mechanic	C. Certificate No.
City	State	Certificated Repair Station	
Zip	Country	Certificated 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/Date of Authorized Individual
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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	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	Other (Specify)

Certificate or Designation No.	Signature/Date of Authorized Individual
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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.)

USA N2613V ser# 18123

5-14-2012

Nationality and Registration Mark

Date

Conversion of Cessna 170 fuel cap to Cessna 206 fuel cap.

This conversion does not modify the existing fuel tank in any manner. The standard Cessna 170 fuel tank cap is a non-vented cap as is the Cessna 206 cap, PN C1056001-0106. The Cessna 170 fuel tanks are vented through a common vent on top of the cabin.

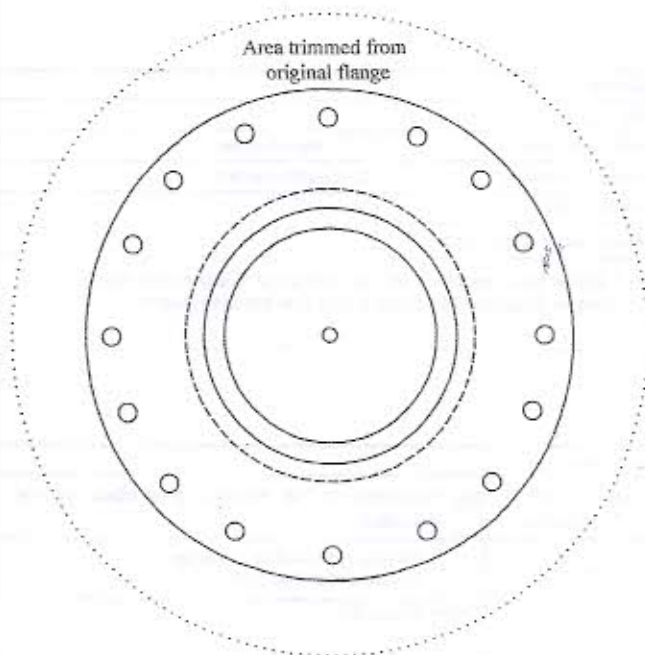
Cessna 206 fuel cap flange, adapter assembly PN 0721306-1, will be cut down to a 6 3/4" diameter equal to the existing flange on the original Cessna 170 fuel tanks. The vertical ring around the opening on the 206 fuel cap flange will be cut down to 3/16" height to clear the recessed lip on the original Cessna 170 fuel filler.

A cork gasket will be fabricated from Cork, 0.062 Class 1, Mil-C-6183 Film Sheet to replace the original Cessna 206 cork gasket with only 8 holes, instead of the 16 in Cessna 206 gasket. The original Cessna 170 rubber gaskets will be used between the Cessna 206 flange, wing fabric, and fuel tank bezel, reattached with 8 PK76XZ-8-6 screws as in the original installation.

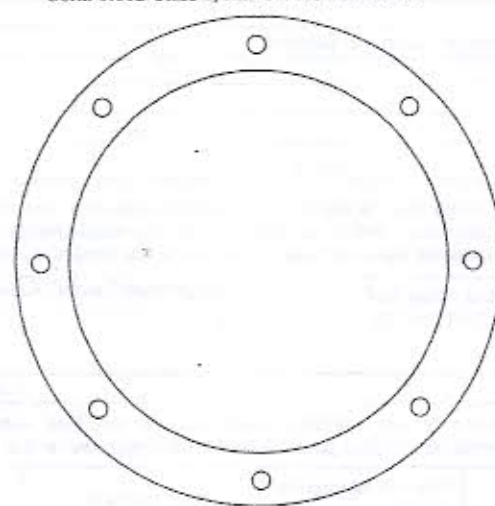
The Poly Tone, Poly Spray, and Poly Tack will be removed as well as the doublers currently installed. After removing the Poly products the Cessna 206 fuel tank flange with cork gasket will be inserted under the fabric, and sealed with PermaSeal H-3 non hardening sealer to existing tank flange and Cessna 206 fuel cap adapter. New doublers will be made from Poly-Fiber P-110 fabric matching the original fabric. The fabric will then be finished with the Poly-Fiber Process (STC SA 1008WE). The original rubber gaskets will be re-installed as per original installation between the Cessna 206 fuel cap flange, fabric, and original fuel tank bezel.

The Cessna 206 fuel caps will then be attached with the original chains used on the Cessna 170 fuel caps.

Nothing follows.



Gasket made from:
Cork, 0.062 Class 1, Mil-C-6183 Film Sheet



☐ Additional Sheets Are Attached