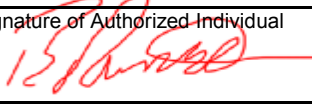

				Form Approved OMB No. 2120-0020	
<b>MAJOR REPAIR AND ALTERATION</b> <b>(Airframe, Powerplant, Propeller, or Appliance)</b>				<b>For FAA Use Only</b>	
				Office Identification	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for 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 \$1,000 or each such violation (Section 901 Federal Aviation Act 1958).					
1. Aircraft	Make <b>Cessna</b>		Model <b>150F</b>		
	Serial No. <b>15064253</b>		Nationality and Registration Mark <b>USA N9YX</b>		
2. Owner	Name (As shown on registration certificate) <b>Parsons, Royson A</b>		Address (As shown on registration certificate) <b>5130 San Benito RD Atascadero, CA 93422</b>		
	<b>3. For FAA Use Only</b>				
<b>4. Unit Identification</b>				<b>5. Type</b>	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____ (As described in Item 1 above) _____				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
<b>6. Conformity Statement</b>					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
<b>Rex Awalt 245 Via Promesa Paso Robles, CA 93446</b>		<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		<b>558355060 A&amp;P</b>	
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 <b>12-20-99</b>		Signature of Authorized Individual 			
<b>7. Approval for Return To Service</b>					
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA Fit Standards	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>12-20-99</b>		Certificate or Designation No. <b>A&amp;P 566483308 I.A.</b>		Signature of Authorized Individual 	

**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.)

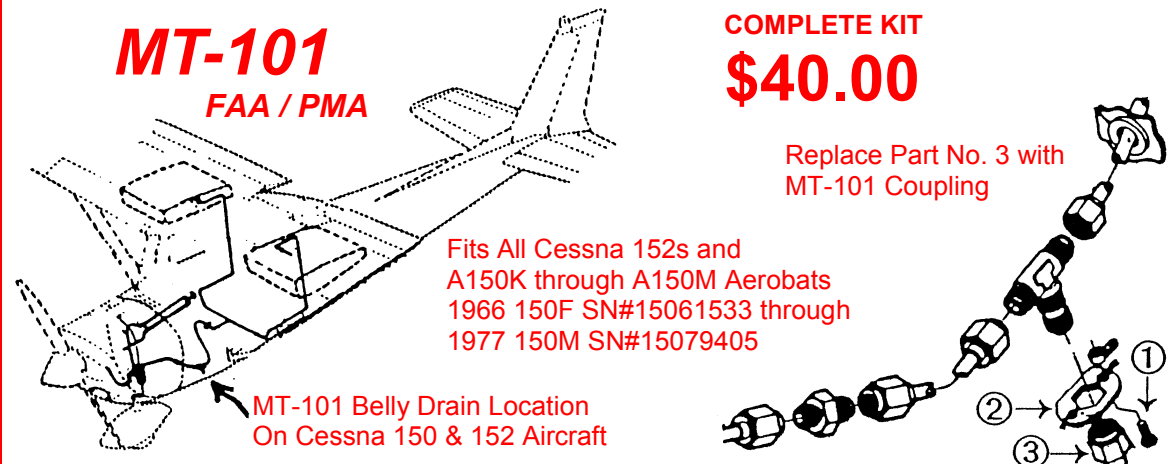
12-20-99 Cessna 150F Serial# 15064253

(1) Installed STC # SA1235SO.

(2) All work accomplished as per installation instructions for part# MT101, dated may 27, 1981

(3) Weight & balance change negligible.

\*\*\*\*\*END\*\*\*\*\*



**MT-101**  
FAA / PMA

**COMPLETE KIT**  
**\$40.00**

Replace Part No. 3 with MT-101 Coupling

Fits All Cessna 152s and A150K through A150M Aerobats  
1966 150F SN#15061533 through 1977 150M SN#15079405

MT-101 Belly Drain Location On Cessna 150 & 152 Aircraft

**The Cessna 150-152 Club**

P.O. Box 1917 - Atascadero , CA 93423 - 805-461-1958

**INSTALLATION INSTRUCTIONS**

Installation Instructions for installing MT-101 Belly Drain in the following aircraft; 1966 Cessna 150F, starting with serial number 15061533 through and including the 1977 model 150M. Aerobat Models beginning with the 1970 A150K through A150M and all 152s including the A152 Aerobat starting with serial number 15279406 through and including serial number 15285162.

The installation of this assembly can be accomplished in five minutes or less. First, shut off the fuel valve located in front of and between the seats. Remove the screw, item #1 holding the lockplate item #2, (see drawing on the opposite side of this sheet). Have a clean container ready to catch a small amount of fuel from the cap. Using an 11/16 wrench, remove the drain cap, item #3, catching any fuel in the container.

Replace the #3 drain cap with the MT-101 assembly. Consult aircraft service manual for proper torque values for your aircraft and tighten the fittings accordingly. **DO NOT USE TEFLON TAPE OR THREAD LUBRICANT ON BELLY DRAIN FITTINGS!** Open fuel valve and check for leaks. **If leaks are found, do not over tighten belly drain.** Leaks may be caused by corrosion pitting or scratches on the flared surface, an optional aluminum DEL crush washer is provided with this kit that may be used between the fuel valve and belly drain. This should correct leaks without over tightening the belly drain. Tie .032 safety wire around screw item #1 and through hole in quick drain valve. Drain a sample of fuel into a clean container until fuel is clean of water and any additional contamination. Install placard decal on panel in a conspicuous location. Staple the STC paperwork into logbook with appropriate entry.

Additional Sheets are Attached