

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION AFA-GADO-16 RICHMOND VA	
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.					
1. AIRCRAFT	MAKE Piper		MODEL PA-17		
	SERIAL NO. 17-L		NATIONALITY AND REGISTRATION MARK N 4592H		
2. OWNER	NAME (As shown on registration certificate) Armentrout, Rupert M.		ADDRESS (As shown on registration certificate) 198 Oakley Ave. Lynchburg, Va. 24501		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
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.	
Rucker A. Tibbs		X U.S. CERTIFICATED MECHANIC		A&P 2060210	
4634 Fort Ave, 24502		FOREIGN CERTIFICATED MECHANIC			
		CERTIFICATED REPAIR STATION			
		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 May 28, 1986		SIGNATURE OF AUTHORIZED INDIVIDUAL Rucker A. Tibbs <i>Rucker A. Tibbs</i>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 5/28/86		CERTIFICATE OR DESIGNATION NO. 2060210		SIGNATURE OF AUTHORIZED INDIVIDUAL Rucker A. Tibbs <i>Rucker A. Tibbs</i>	

FAA Form 337 (7-67)

GPO : 1971 O - 410-878

(8320)

JUN 2 1986

6-9-89

### 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.)

ENTIRE AIRCRAFT striped, cleaned, inspected and primed with STITS epoxy primer and covered with Stits products to conform with Stits STC SWE1008. Painted with Stits Cab Yellow 143. All work done under revision #13 of Stits Manual. ALL WORK DONE IN ACCORDANCE WITH AC 43.13-1A.  
\*\*\*\*\*End\*\*\*\*\*

☐ ADDITIONAL SHEETS ARE ATTACHED

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATIONAPPLICATION FOR AIRWORTHINESS CERTIFICATE  
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

Form Approved, Budget Bureau No. 41-R011.6

## INSTRUCTIONS

Please print or type. Submit this form to the  
Civil Aeronautics Administration Aviation Safety  
Field Representative.

## 1. TYPE OF APPLICATION (Check which)

- a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE  
 b. ☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE  
 c. ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE  
 d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8  
 e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8  
 f. ☒

## 2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)  
 b. ☐ LIMITED (SEE CAR 8)  
 c. ☐ RESTRICTED (SEE CAR 8)

(Check the restricted special purpose operation(s) to be conducted)

- ☐ AGRICULTURAL AND PEST CONTROL  
☐ AERIAL ADVERTISING  
☐ AERIAL SURVEYING  
☐ GLIDER TOWING

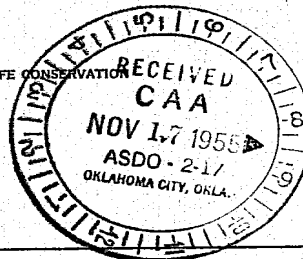
- ☐ PATROLLING  
☐ FOREST AND WILDLIFE CONSERVATION  
☐ WEATHER CONTROL  
☐ OTHER

d. ☐ EXPERIMENTAL

(Check the type of experimental operation(s) to be conducted)

- ☐ RESEARCH AND DEVELOPMENT  
☐ AMATEUR-BUILT  
☐ DEMONSTRATION

- ☐ RACING  
☐ EXHIBITION  
☐ OTHER



## 3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE

Piper

b. AIRCRAFT MODEL

P.A. 17

c. AIRCRAFT SERIAL NO.

17-6

d. ENGINE MAKE

Continental

e. ENGINE MODEL

A-65-8

## 4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

Everett R. Leonard

b. PERMANENT MAILING ADDRESS

806 Pershing Drive  
Lawton, Oklahomac. AIRCRAFT NATIONALITY  
AND REGISTRATION MARK

N-4592H

## 5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered\* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE 10-27-1955  
 b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON (DATE)  
 c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED

\*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

## ATTACHMENTS (Check which)

- ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT  
☒ ACA-337 ☐ DATA, DRAWINGS, ETC.  
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

11-15-1955

(DATE)

Owner

(TITLE)

U.S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

## AIRCRAFT INSPECTION REPORT

(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:  
(Check and complete applicable items)

## 1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☒ AIRCRAFT SPECIFICATION NO. A-805 THROUGH SHEET REVISION NO. 6
- b. ☐ AIRCRAFT LISTING PAGE NO. \_\_\_\_\_
- c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952 Rev THROUGH CARD NO. 55-23
- d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

## 2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 582:00 HOURS
- d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- |                           |                           |
|---------------------------|---------------------------|
| SERIAL NO. <u>4725368</u> | TOTAL HOURS <u>536:00</u> |
| SERIAL NO. _____          | TOTAL HOURS _____         |
| SERIAL NO. _____          | TOTAL HOURS _____         |
| SERIAL NO. _____          | TOTAL HOURS _____         |

## 3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 11-15-1955 (DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. \_\_\_\_\_
- ☒ BY MECHANIC, CERTIFICATE NO. 1250207
- b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

## 4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 11-15-1956 (DATE)
- g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 8-13-1954 (DATE)
- BY K.K. King (NAME OF ISSUING REPRESENTATIVE) 476 (DESIGNATION NO.)

## 5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. \_\_\_\_\_ by CAR 62 and was found to be:

- ☐ AIRWORTHY
- ☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

## 6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT ☒ AIRWORTHY ☐ UNAIRWORTHY  
(Check appropriate item)

DESIGNEE'S SIGNATURE <u>K.K. King</u>	DESIGNATION NO. <u>476</u>	DATE <u>11-15-1955</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>Reg. 2139</u>	DATE <u>11-17-55</u>	

☐ ATTACHMENT

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION <b>RIC GAD</b> <b>1-3-18</b>	
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.					
1. AIRCRAFT	MAKE Piper		MODEL P.A. 17		
	SERIAL NO. 17-6		NATIONALITY AND REGISTRATION MARK N 1592 H		
2. OWNER	NAME (As shown on registration certificate) Eugene Haymes		ADDRESS (As shown on registration certificate) 103 King Ave. Waynesboro, Va. 22980		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					
PROPELLER					
X APPLIANCE	TYPE Gen. & Regulator MANUFACTURER Ward Aero		141		X
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Air Space Inc. Lexington Airport Lexington, Virginia 24450			X U.S. CERTIFICATED MECHANIC		2085674
			FOREIGN CERTIFICATED MECHANIC		
			CERTIFICATED REPAIR STATION		
			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 December 26, 1973			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James W. Conner</i>		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	X	INSPECTION AUTHORIZATION	
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION Dec. 26, 1973		CERTIFICATE OR DESIGNATION NO. I.A. 10946		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>J E Hatcher</i>	

### 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.)

A Ward Aero Gen. & Regulator Was installed according to approval  
From Central Region F.A.A., 4825 Troost Ave., Kansas City, Missouri,  
Oct. 17, 1962 & according to Manual 43-13-1A & 2, with all necessary  
switches and wiring.

-----The End-----

☐ ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION <b>RLC GAD0</b> <b>1-3-16</b>	
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.					
1. AIRCRAFT	MAKE Piper			MODEL P.A. 17	
	SERIAL NO. 17-6			NATIONALITY AND REGISTRATION MARK N4592H	
2. OWNER	NAME (As shown on registration certificate) Eugene Haymes			ADDRESS (As shown on registration certificate) 103 King Ave. Waynesboro, Va. 22980	
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					
PROPELLER					
X APPLIANCE	TYPE Strobe MANUFACTURER Hoskins		IPO#1A		X
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Air space Inc. Lexington Airport Lexington, Virginia 24450			X U.S. CERTIFICATED MECHANIC		2085673
			FOREIGN CERTIFICATED MECHANIC		
			CERTIFICATED REPAIR STATION		
			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 December 26, 1973			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James W. Gomer</i>		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	X	FAA FLT. STANDARDS INSPECTOR	X	INSPECTION AUTHORIZATION	
	X	FAA DESIGNEE	X	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION Dec. 26, 1973		CERTIFICATE OR DESIGNATION NO. I.A. 10916		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>F E Hatcher</i>	



**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.)

A Hoskins IFO-IA Strobe was installed on underside of aircraft with necessary wiring and switches, brackets, ect., in compliance with Manual 43013-IA & 2. Weight entered on attached weight and balance sheet.

-----The End-----

☐ ADDITIONAL SHEETS ARE ATTACHED



FEDERAL AVIATION AGENCY  
**MAJOR REPAIR AND ALTERATION**  
 (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
 Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION TAG

1-3-16

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.

1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>PA-17</b>
	SERIAL NO. <b>17-6</b>	NATIONALITY AND REGISTRATION MARK <b>N4592H</b>
2. OWNER	NAME (As shown on registration certificate) <b>Charles Kennedy</b>	ADDRESS (As shown on registration certificate) <b>314 Fitzhugh Ave. Charlottesville, Va. 22902</b>

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>Owen Keiser Box 161 Verona, Va. 24482</b>	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. <b>200106 A and 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>10/12/71</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Owen Keiser</i>
-------------------------	--

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 Agency and is ☒ APPROVED ☐ REJECTED

BY	FAA FLY. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	
DATE OF APPROVAL OR REJECTION <b>10/12/71</b>	CERTIFICATE OR DESIGNATION NO. <b>200106 IA</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Owen Keiser</i>	

### 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.)

The following items installed in or on the airframe : Narco DHT-3 Omni Transceiver, Artificial horizon, Directional Gyro, 2 - 4 inch Venturis, Manifold type 12 Volt battery, VHF whip antenna, VHF navigation antenna, and related switches, wiring, fittings and hardware. The above components installed in accordance with information gathered from appropriate chapters, figures, charts and sections in AC Manuals 43.13-1 and 43.13-2. A separate weight and balance sheet formulated, covering fore, aft and normal configurations of loading and said sheet affixed to permanent Aircraft Records.

--- End ---

☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION 101-22 3-1-22	
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.					
1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>PA 17</b>			
	SERIAL NO. <b>17-6</b>	NATIONALITY AND REGISTRATION MARK <b>United States N 4592H</b>			
2. OWNER	NAME (As shown on registration certificate) <b>Richard L. Smith and, or Vester V. Vansickle</b>		ADDRESS (As shown on registration certificate) <b>RFD 2 Hutchinson, Kansas</b>		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE		<div style="border: 1px solid black; padding: 5px; margin: 0 auto; width: 100px;"> RECEIVED  OCT 20 1970  GE-GADO 22 Wichita, Kansas </div>		
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
<b>Richard L. Smith RFD 2 Hutchinson, Kansas</b>			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		<b>1795910</b>
			<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 <b>October 16 1970</b>			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard L. Smith ATP 1795910</i>		
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 Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <b>10-16-70</b>		CERTIFICATE OR DESIGNATION NO. <b>LA 722322</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>E. M. Jackson</i>	

### 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.)

Aircraft U.S.A. N4592H major repair as follows,

Straighten right lower longeron and repair as per 43.13-1 drawing #2.3. See illustration at bottom.

Fabric at right and left lower longerons resewed as per 43.13-1 drawing #3.10 baseball stitch approx. 14 inches each side. Redoped repaired area using Butyrate dope and standard approved method.

Reweld right aft main gear longeron fitting as per 43.13-1 page 42 par. 58b.

Cover new right and left main gear Vee's and install.

Install new (4) shock cords.

Install new (4) shock struts, (2) long (2) short.

Install new (4) shock strut fittings.

Install new (4) lift strut end fittings, (fork ends).

Make new bungee covers (same material as old) and install.

Replace prop with Model 43K10107 Serial P3312 Sensenich, specifications same as old propeller.

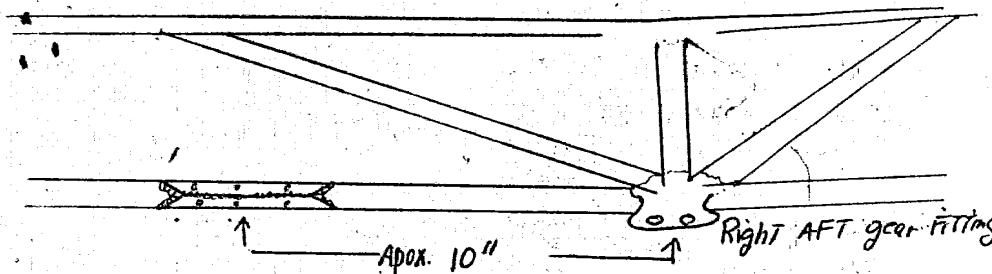
Aircraft reassembled and work completed on October 16 1970.  
All work accomplished in accordance with Part 43 of FAR  
and AC43.13-1

The repair described herein resulted in no change in weight and balance. Refer to Aircraft weight and balance control sheet for particulars.

RECEIVED

OCT 20 1970

CE: GABO 22  
Wichita, Kansas



☐ ADDITIONAL SHEETS ARE ATTACHED

1245-1517 37 JUL 11 '67

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R010.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION END GADO 2-2-69	
1. AIRCRAFT	MAKE PIPER	SERIAL NO. 17-6	MODEL PA-17	NATIONALITY AND REGISTRATION MARK 4592 H	
2. OWNER	NAME (As shown on registration certificate) JERRY JOSEFY KENNETH COLYER		ADDRESS (As shown on registration certificate) 708 WEST ORTH GRANDFIELD OKLA		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	(As described in item 1 above)			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
HAILE'S AERO SERVICE 2513 J LAWTON OKLA		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		AI 1519788	
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 6/28/67		SIGNATURE OF AUTHORIZED INDIVIDUAL Dennis R. Haile			
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 Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 6/28/67		CERTIFICATE OR DESIGNATION NO. AI 1519788		SIGNATURE OF AUTHORIZED INDIVIDUAL Dennis R. Haile	

### NOTICE

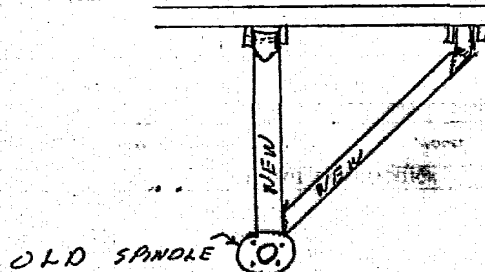
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

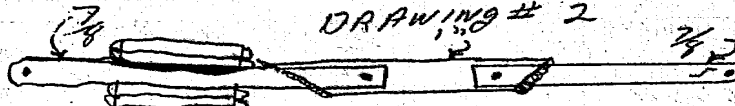
RIGHT HAND LANDING GEAR FOR 4 AFT TUBES REPLACED  
WITH 4130 TUBING IN ACCORDANCE WITH  
FAR 43-13-1 AND MANUFACTURES RECOMMADATIONS  
SEE ~~SEE~~ DRAWING #1

RIGHT HAND SHOCK STRUT REPAIRED BY SPLICING TUBING  
IN ACCORDANCE WITH FAR 43-13-1 SEE DRAWING #2

DRAWING #1



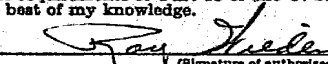

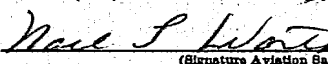
DRAWING #2



ADDITIONAL SHEETS ARE ATTACHED



609 1740

Verified by Operator 753		U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form approved. Budget Bureau No. 41-R052.4	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>PA-17</b>	SERIAL NO. <b>17-6</b>	NATIONALITY AND REGISTRATION MARK <b>N4592H</b>	
2. OWNER	NAME (First, middle, last) <b>Duane L. Ruscher</b>		ADDRESS (Street and number, city, zone and State) <b>Route 1 Cache, Oklahoma</b>		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION	
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. *AFTER the repairs and/or alterations described below were made.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
<b>Normal</b>	<b>670</b>	<b>14.7</b>		<b>480</b>	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS <b>Roy G. Wieden 422 Mission Lawton, Oklahoma</b>		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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <b>AP1243901</b>	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <b>Feb. 8, 1964</b> (Date repair and/or alteration completed)  (Signature of authorized individual)					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
3 <input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED } <input type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) <b>Inspection Authorization</b>					
<b>Feb 8, 1964</b> (Date of approval or rejection)		 (Signature of authorized individual; title or identification number) <b>AT1243901</b>			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input checked="" type="checkbox"/> Accepted <b>2-12-64</b> (Date) <input type="checkbox"/> Reinspected (Date) <input type="checkbox"/> Spot Checked <b>38 FEB 17 1964</b>					
<b>SW-GADO-9</b> (CAA designation number)		<b>2-9</b>  (Signature Aviation Safety Agent)			



## MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

### 5. DESCRIPTION OF WORK ACCOMPLISHED.

Remove wings and tail group for recover. Check structure of wings for trim and minor damage. None found. Wings and tail group recovered using Grade A Fabric and Butyrate dope. First three coats brushed, four clear sprayed, three silver sprayed, and four Butyrate Polar Gray finish coats sprayed. Rejuvenate ailerons and paint the same as wings. Numbers sprayed on using gold enamel on side of fuselage as per SR 412.

Installed new windshield.

Replaced wings and tail group, re-rigged aircraft and released for flight.

All work done in accordance with CAM-18:30-3 for fabric work and manufacturers instructions for windshield replacement and re-rigging.

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

FAA COPY

FEDERAL AVIATION AGENCY

Form approved.  
Budget Bureau No. 41-R052.4

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Piper	MODEL PA-17	SERIAL NO. 17-6	NATIONALITY AND REGISTRATION MARK N4592H
2. OWNER	NAME (First, middle, last) Diane L. Huscher		ADDRESS (Street and number, city, zone and State) Route 1 Cache, Oklahoma	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.			X
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
Normal	670	14.7		480
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Roy G. Wieden 422 Mission Lawton, Oklahoma		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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. AP1243901
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. July 6, 1962 (Date repair and/or alteration completed) Ray Wieden (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED BY <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) Inspection Authorization July 6, 1962 (Date of approval or rejection) Ray Wieden AP1243901 (Signature of authorized individual, title or identification number)				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum b. <input checked="" type="checkbox"/> Accepted <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked S. W. Reg. (Date) GADO 17 (FAA designation number) Paul T. Worthy (Signature Flight Standards Inspector) A. C. U. AUG 6 1962 A. H. Form FAA-887 (4-52)				

## INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

### 8. DESCRIPTION OF WORK ACCOMPLISHED.

Remove Horizontal Stabilizer, Elevators and rudder from aircraft due to deteriorated fabric.

Remove fabric and check structure for cracks or damage. Recover using Grade A fabric and Nitrate dope. Six coats clear, three silver and three color. Work done in accordance with CAM 18 and good aeronautical practices. Controls re-installed on aircraft and released to service.

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

FEDERAL AVIATION AGENCY				Form approved. Budget Bureau No. 04-R000.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)				
1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>PA-17</b>	SERIAL NO. <b>17-6</b>	NATIONALITY AND REGISTRATION MARK <b>N4592H</b>
2. OWNER	NAME (First, middle, last) <b>Duane L. Huscher</b> ADDRESS (Street and number, city, zone and State) <b>Route 1 Cache, Oklahoma</b>			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
a. AIRFRAME				MAJOR REPAIR MAJOR ALTERATION
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE				
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
<b>Normal</b>	<b>670</b>	<b>14.7 aft of datum</b>	<b>480</b>	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS <b>Roy G. Wieden 422 Mission Lawton, Okla.</b>		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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <b>AP1243901</b>
6. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <i>May 17, 1961</i> (Date repair and/or alteration completed) <i>Roy Wieden</i> (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner proscribed by the Administrator of the Federal Aviation Agency and is				
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) <b>INSpection Authorization</b>				
<i>May 17, 1961</i> (Date of approval or rejection) <i>Roy Wieden</i> (Signature of authorized individual; title or identification number) <b>AP1243901/AS</b>				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted <i>May 22, 1961</i> (Date) <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked				
<b>Reg. 2 FW</b> <b>GSDO 17</b> (FAA designation number) <i>H.R. Belden</i> (Signature Flight Standards Inspector) <b>A.C.U.</b> <b>JUN 12 1961</b> <b>F.G.</b>				

FS-234000

## INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

## 5. DESCRIPTION OF WORK ACCOMPLISHED.\*

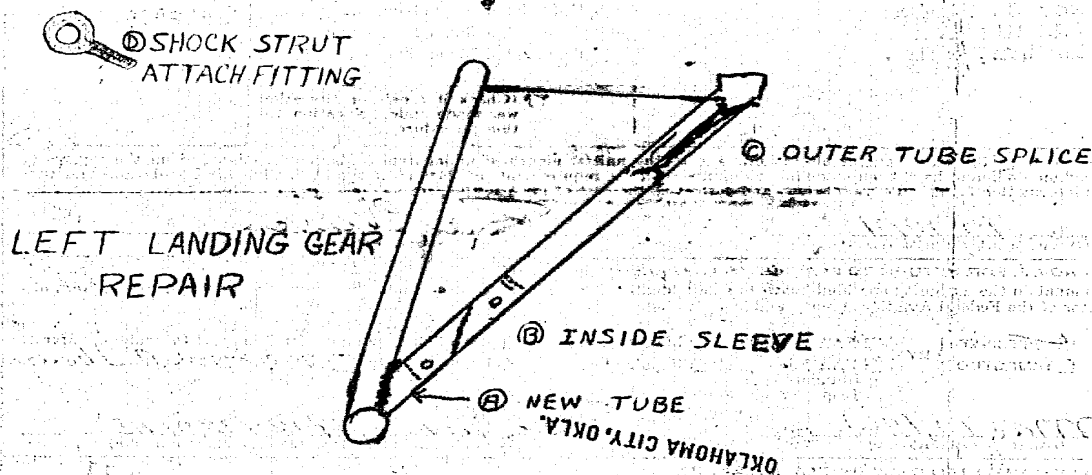
Replace lower rear gear tube (a) with new 4130 tube .032 after removing old damaged tube and removing old weld. Joined tubes with (b) inside tube repair Manual 18, Figure 4-4.

Repair upper rear gear tube using repair CAM 18, Figure 4-2. (c)

Repair shock strut attach fitting (d) by welding reinforcement of 4130 plate around old fitting.

The above repair resulted after fitting (d) failed on landing roll. All repairs to tubes and fitting was made using chrome-moly tubing and plate stock. All metal parts zinc-chromated and then gear recovered using Grade A fabric and finished with Buryrate dope, six coats clear, three silver, and two coats blue

Installed and returned plane to service.



\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached. ☐

U.S. GOVERNMENT PRINTING OFFICE: 1969-O-538224

Form FAA-337 (4-82)

Form ACA-837 (11-48)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R032.2	
<b>REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)</b>					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>PA 17</b>	SERIAL NO. <b>17-6</b>	NATIONALITY AND REGISTRATION MARK <b>U.S.A. N4592H</b>	
2. OWNER	NAME (First, middle, last) <b>Everett R. Leonard</b>		ADDRESS (Street and number, city, zone, and State) <b>806 Pershing Drive. Lawton, Oklahoma.</b>		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
a. AIRCRAFT	As described in (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100) (101) (102) (103) (104) (105) (106) (107) (108) (109) (110) (111) (112) (113) (114) (115) (116) (117) (118) (119) (120) (121) (122) (123) (124) (125) (126) (127) (128) (129) (130) (131) (132) (133) (134) (135) (136) (137) (138) (139) (140) (141) (142) (143) (144) (145) (146) (147) (148) (149) (150) (151) (152) (153) (154) (155) (156) (157) (158) (159) (160) (161) (162) (163) (164) (165) (166) (167) (168) (169) (170) (171) (172) (173) (174) (175) (176) (177) (178) (179) (180) 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b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT					
4. AIRCRAFT This form must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
WEIGHT AND BALANCE DATA		EMPTY WEIGHT (Pounds)* <b>670</b>		EMPTY CENTER OF GRAVITY (Inches from datum)* <b>14.8 aft of wing leading edge</b>	
*AFTER the repairs and/or alterations described below have been made.				USEFUL LOAD (Pounds)* <b>480</b>	
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ <input checked="" type="checkbox"/> CERTIFIED MECHANIC (Specify)					
6. AGENCY	NAME <b>Everett R. Leonard</b>		ADDRESS (Street and number, city, zone, and State) <b>806 Pershing Drive Lawton, Oklahoma.</b>		DATE WORK ACCOMPLISHED <b>9-19-55</b>
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL (18))					
<p>60gal. Taylorcraft right wing tank installed as auxiliary tank. Tank mounted at rear of baggage compartment in top of fuselage as shown in attached photos. Fuel tank cap Stinson part # 106-112111. Top mounting pad made from 3/4" spar spruce faced with (.035) 20 gauge black iron, with 3/16" felt between tank mount and tank. Tank held up against mount pads by .035 x 3/16" x 1/4" strap around center of tank with 3/16" felt between strap and tank. Tank strap held up by two 5/32 x 2 1/2" AN bolts and stop nuts at bottom of tank, center of tank strap. Airframe reinforced both sides with 1/2" AN tubing as per. fig. 4-C. 5/8" copper fuel lines run as per. photos from both ends of tank to tee, to fuel selector valve (Imperial # 105HD 5/8x 3/8 x 5/8)</p> <p>If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. (over)</p> <p><input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL</p> <p>I CERTIFY that the above statements are true and correct to the best of my knowledge.</p> <p><b>Everett R. Leonard</b> (Signature of Supervising Mechanic)    <b>A. R. Leonard</b> (Certificate number and rating)    <b>9-19-55</b> (Date)</p>					
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNER'S SIGNATURE <b>[Signature]</b>		NO. <b>1126</b>	DATE <b>11-15-55</b>	
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE <b>[Signature]</b>		<input type="checkbox"/> ACCEPTED <input checked="" type="checkbox"/> REINSPECTED	DATE <b>11-15-55</b>	



## INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
  - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.  
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.  
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
  - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
  - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.  
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.  
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

under tank. Valve same make and type as used in Piper PA 22, and mounted same as fuel selector valve in Piper PA 16. Fuel line held by line clamps, bolted to clips made from 16 gauge 3/4" black iron strap welded to airframe. Fuel tank filler neck extended 2" with 2" tinned seamless steel tubing. Fuel gauge mounted on 1" length of 2" tinned seamless tubing silver soldered to gauge base and tank. Gauge model A Ford type, same as gauge used in forward main tank by Piper factory. Two 3/8 x 5/8 x 30 gauge galvanized iron angles soldered on face of tank to reinforce around tank as per. Fig. 3-M. Baggage compartment shortened 10" to move baggage arm forward 5". This accomplished by bending down 90 degrees 1" lip across rear of present baggage floor. Then 16" from front of baggage floor bend up 90 degrees. Use upholstery fiber board from floor of baggage compartment to top of fuel tank to form rear of compartment and cabin. Material same as used in BO 18 D Taylorcraft. To seal around tank neck. Cut a round wood collar from 1 1/2" x 4" x 4" material. Place a 1/4" thick felt ring around bottom of filler neck, cut wood collar into halves. Apply 3M Saffrey Walk Adhesive generously all over both halves of wood collar and felt ring. Place the two halves around tank neck and clamp with (Ideal Waplock) clamp #6012. Seal fabric to wood collar around tank neck as per. Cessna 140 1946 through 1948. Baggage compartment placarded, MAX. BAGGAGE 25 POUNDS. NO FUEL IN REAR TANK IN UTILITY CATEGORIES. New weight and bal. and loading chart attached. Fuel Shutoff Valve Stop (Cessna Part #0411693) installed. Fuel valve stop secured to face of fuel selector panel by three 1/8" bolts through holes marked (H). Aircraft completely recovered with grade A fabric & doped out with nitrate dope. All work accomplished as per C.A.M.18 .....



WEIGHT AND BALANCE. Paper PA-17 SERIAL NO. 17-6 REGISTRATION NO. N4522H

**Now empty weight C.G.**

Old Empty as Weighed	650	64.5	42400.0
Lines, Valve, & fittings	1.5	74.	118.5
Aux. Tank, Gauge, & Straps	8.5	110.	928.0
<u>Now Empty Weight</u>	<u>670.0</u>	<u>64.5</u>	<u>43453.5</u>
		-50	
		14.5	aft of wing L.E.

**Most Forward C.G. - Normal & Utility Categories.**

Empty Weight	670.	64.7	43453.5
Oil (1 Gal.)	7.5	26.	195.
Fuel (18 Gal.)	72.	41.	2952.
Pilot	170.	78.	13240.
<u>Total</u>	<u>919.5</u>	<u>64.</u>	<u>59640.5</u>
		-50	

Most Forward C.G. 14.5 aft. of wing L.E.  
Approved most forward C.G. 12.5 aft of wing L.E.

**Most Rearward C.G. - Utility Category.**

Empty Weight	670.	64.7	43453.5
Oil (1 Gal.)	7.5	26.	195.
Fuel (5.48 Gal.)	32.5	41.	1352.
Pilot, Passenger and chutes	580.	78.	27360.
<u>Total</u>	<u>1090.</u>	<u>66.4</u>	<u>72340.5</u>
		-50	

Most Rearward C.G. 16.4 Aft of wing L.E.  
Approved most rearward C.G. 17.0 Aft of wing L.E.

**Most Rearward C.G. - Normal Category.**

Empty Weight	670.	64.7	43453.5
Baggage (as per placard)	25.	26.	2325.
Pilot and Passenger	340.	78.	24480.
Fuel (5.48 gal.)	32.5	41.	1352.
Fuel (6 gal.)	54.	110.	5960.
Oil (1 gal.)	7.5	26.	195.
<u>Total</u>	<u>1111.</u>	<u>68.1</u>	<u>75745.5</u>
		-50	

Most Rearward C.G. 18.1 aft of wing L.E.  
Approved Most rearward C.G. 19.0 aft of wing L.E.



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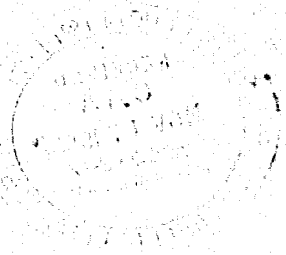
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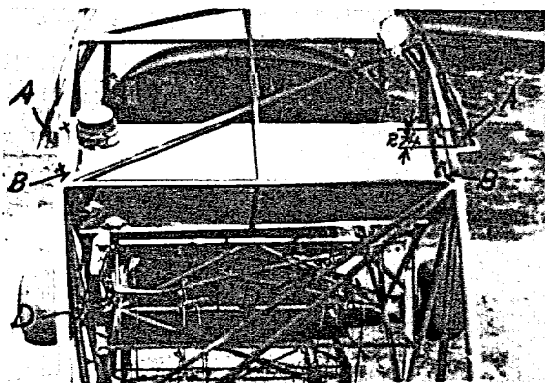


Fig. 1

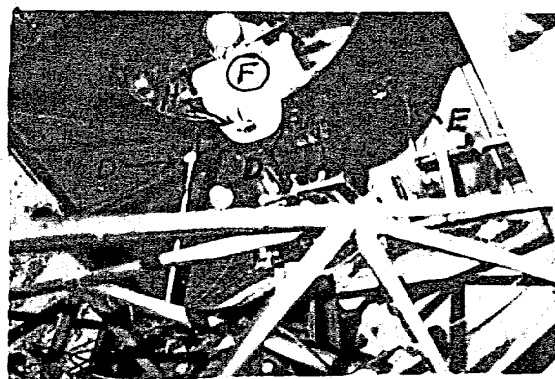


Fig. 2

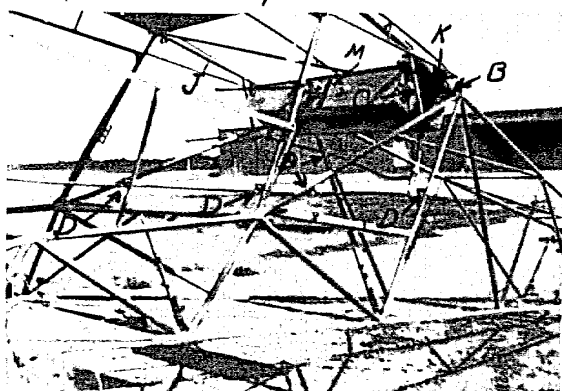


Fig. 3

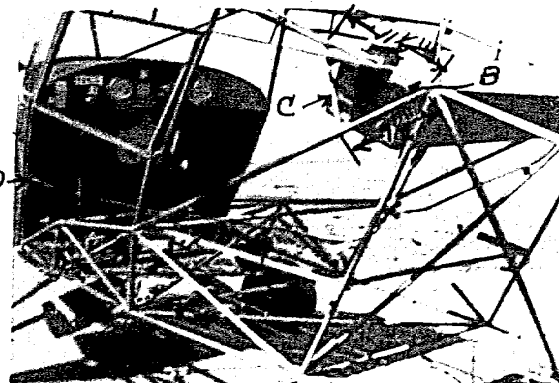


Fig. 4

Fig. 1-A Tank Strap Mount. 20 Guage Iron  $2\frac{3}{4}$ " Long Formed As Below And welded to Airframe. 2 Edges

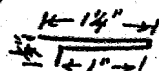
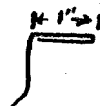
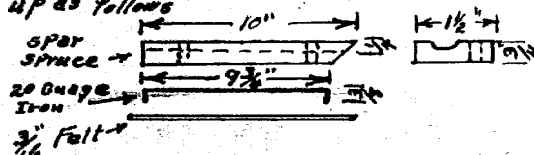


Fig. 3-K End of Tank Mounting strap. Formed As Below With Fold Back of 1". Bolted to Bracket 1-A With 2 #10 AN Bolts.



Figs. 1-3-4-B Tank Mounting Pads Made up as follows

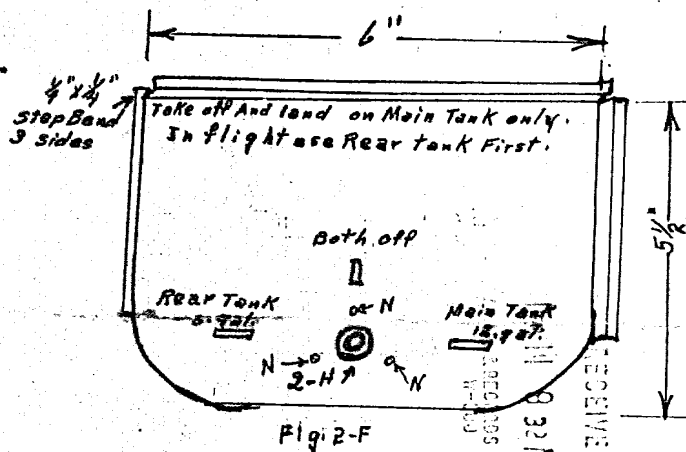


$\frac{3}{4}$ " x  $\frac{1}{2}$ " 20 Guage Angle.  $\frac{3}{4}$ " Long welded At Points X Fig. 1, to inside of Airframe For Mounting Tank pads. Pads Anchored To Angle clips with 2  $\frac{5}{16}$ " x  $\frac{1}{4}$ " Flat Head AN. Bolts.

(over)

Fig. 2-F Fuel selector panel and placard made from 20 gauge galvanized iron. Made up as shown on right and soldered to front of tank along step bend as Piper PA 16.

Fig. 3-4-C  $\frac{1}{8}$ " AN tube reinforcing.  
Fig. 3-J Fuel gauge.  
Fig. 2-H  $\frac{5}{16}$ " Rubber grommet around fuel selector shaft.  
Fig. 2-E Fuel selector valve.  
part #105HD Imperial Valve.  
Fig's. 1-2-3-4-D Fuel line mounting clips.



<p>U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION</p> <p><b>APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT</b></p>		<p>Form Approved Budget Bureau No. 41-8041.5</p> <p><b>INSTRUCTIONS</b> Please print, or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.</p>
<p>1. TYPE OF APPLICATION (Check which)</p> <p>a. <input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE</p> <p>d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8</p>		
<p>2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):</p> <p>a. <input checked="" type="checkbox"/> STANDARD (NORMAL UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 5) (Check the restricted special purpose operation(s) to be conducted)</p> <p><input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING</p> <p>d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)</p> <p><input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION</p> <p><input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER</p> <p><input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER</p>		
<p>3. AIRCRAFT IDENTIFICATION (Complete all items)</p> <p>a. AIRCRAFT MAKE <b>Piper</b></p> <p>b. AIRCRAFT MODEL <b>PA-27</b></p> <p>c. AIRCRAFT SERIAL NO. <b>17-6</b></p> <p>d. ENGINE MAKE <b>Continental</b></p> <p>e. ENGINE MODEL <b>A65-8</b></p>		
<p>4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)</p> <p>a. REGISTERED OWNER'S FULL NAME <b>James J. Blackburn</b></p> <p>b. PERMANENT MAILING ADDRESS <b>3804 Cornell Lawton, Oklahoma</b></p> <p>c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <b>U.S.A. 4598H</b></p>		
<p>5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)</p> <p>I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 601 or 602 and when operated displays the following evidence of registration:</p> <p>a. <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-300 (PART A), DATE OF ISSUE _____</p> <p>b. <input checked="" type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-300 (PART B), FORM ACA-300, PART A FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON <b>7-11-1953</b> (DATE)</p> <p>c. <input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-170, DATED _____</p> <p>*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by section 1 (19) of the Civil Aeronautics Act of 1938, as amended.</p> <p>ATTACHMENTS (Check which)</p> <p><input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA</p> <p>Signature of Registered Owner or Authorized Agent: <b>James J. Blackburn</b> (DATE) <b>7-11-1953</b> (TITLE) <b>A&amp;T Mechanic</b></p>		



U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
**AIRCRAFT INSPECTION REPORT**  
(To be completed by a CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:  
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

a. ☒ AIRCRAFT SPECIFICATION NO. A-1805 THROUGH SHEET REVISION NO. 4

b. ☐ AIRCRAFT LISTING PAGE NO. \_\_\_\_\_

c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1952-580 THROUGH CARD NO. 53-16

d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY

b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 491:20 HOURS

d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>61139-8-8</u>	TOTAL HOURS <u>491:20</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)

a. LAST AIRWORTHINESS INSPECTION CONDUCTED 8-12-1953

☐ BY AIRCRAFT MANUFACTURER

☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. \_\_\_\_\_

☒ BY MECHANIC, CERTIFICATE NO. 1250207

b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)

b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT

c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT

d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT

e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-112, ISSUED TO EXPIRE 8-13-1954 (DATE)

g. ☒ PREVIOUS FORM ACA-112 WAS ISSUED TO EXPIRE 8-12-1953 (DATE)

BY Robert C. King (NAME OF ISSUING REPRESENTATIVE) 4245 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority recorded, certified repair station No. \_\_\_\_\_

☐ AIRWORTHY

☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE) \_\_\_\_\_ (DATE) \_\_\_\_\_

6. CAA REPRESENTATIVE CERTIFICATION

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT: ☒ AIRWORTHY ☐ UNAIRWORTHY

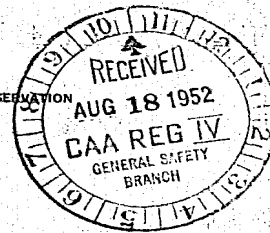
DESIGNEE'S SIGNATURE <u>K.K. King</u>	DESIGNATION NO. <u>476</u>	DATE <u>8-13-1953</u>
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>4-579-1</u>	DATE <u>8-14-53</u>

☐ ATTACHMENT

☒ ACCEPTED  
☐ REINSPECTED  
☐ SPOT CHECKED

RECEIVED  
AUG 17 1 52 PM '53  
ADMIN & RECORDS BRANCH  
H-300

<b>U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION</b>		Form Approved Budget Bureau No. 41-R041.5
<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT</b>		<b>INSTRUCTIONS</b> Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
<b>1. TYPE OF APPLICATION (Check which)</b>		
a. <input type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input checked="" type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		
d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8		
<b>2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))</b> It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):		
a. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 8)		
(Check the restricted special purpose operation(s) to be conducted)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> AGRICULTURAL AND PEST CONTROL  <input type="checkbox"/> AERIAL ADVERTISING  <input type="checkbox"/> AERIAL SURVEYING  <input type="checkbox"/> GLIDER TOWING           </div> <div style="width: 45%;"> <input type="checkbox"/> PATROLLING  <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION  <input type="checkbox"/> WEATHER CONTROL  <input type="checkbox"/> OTHER           </div> </div>		
d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> RESEARCH AND DEVELOPMENT  <input type="checkbox"/> AMATEUR-BUILT  <input type="checkbox"/> DEMONSTRATION           </div> <div style="width: 45%;"> <input type="checkbox"/> RACING  <input type="checkbox"/> EXHIBITION  <input type="checkbox"/> OTHER           </div> </div>		
<b>3. AIRCRAFT IDENTIFICATION (Complete all items)</b>		
a. AIRCRAFT MAKE <u>Cob Piper</u>	b. AIRCRAFT MODEL <u>PA-17</u>	c. AIRCRAFT SERIAL NO. <u>17-6</u>
d. ENGINE MAKE <u>Continental</u>	e. ENGINE MODEL <u>A-65-8</u>	
<b>4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)</b>		
a. REGISTERED OWNER'S FULL NAME <u>Neal Crawford</u>	b. PERMANENT MAILING ADDRESS <u>Rt. 43</u> <u>Lindsay, Oklahoma</u>	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <u>N-4592H</u>
<b>5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)</b> I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:		
a. <input checked="" type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE <u>Sept 3, 1948</u>		
b. <input type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____		
c. <input type="checkbox"/> DEALER'S REGISTRATION CERTIFICATE, FORM ACA-107, DATED _____		
<small>*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.</small>		
<b>ATTACHMENTS (Check which)</b>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input checked="" type="checkbox"/> ACA-319  <input type="checkbox"/> ACA-357  <input type="checkbox"/> ACA-317           </div> <div style="width: 45%;"> <input type="checkbox"/> WEIGHT AND BALANCE REPORT  <input type="checkbox"/> DATA, DRAWINGS, ETC.  <input type="checkbox"/> UNAPPROVED DEVIATION DATA           </div> </div>		
<u>Neal Crawford</u> (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)		<u>8-2-52</u> (DATE)
<u>owner</u> (TITLE)		



4-24-3  
 9-12-8



U.S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
**AIRCRAFT INSPECTION REPORT**  
(To be completed by a CAA representative or approved repair station)

The aircraft described in item 1 on the reverse of this form has been inspected and found to conform to the following:  
(Check and complete applicable items)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS  
a. ☒ AIRCRAFT SPECIFICATION NO. 24-805 THROUGH SHEET REVISION NO. 84  
b. ☐ AIRCRAFT LISTING PAGE NO. \_\_\_\_\_  
c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 62 THROUGH CARD NO. 19  
d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS  
a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY  
b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED  
c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 398  
d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:  
SERIAL NO. 61139-4 TOTAL HOURS 398  
SERIAL NO. \_\_\_\_\_ TOTAL HOURS \_\_\_\_\_  
SERIAL NO. \_\_\_\_\_ TOTAL HOURS \_\_\_\_\_  
SERIAL NO. \_\_\_\_\_ TOTAL HOURS \_\_\_\_\_

3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)  
a. LAST AIRWORTHINESS INSPECTION CONDUCTED 7-12-52 (DATE)  
☐ BY AIRCRAFT MANUFACTURER  
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. \_\_\_\_\_  
☒ BY MECHANIC, CERTIFICATE NO. 361842  
b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED  
a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)  
b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT  
c. ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT  
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT  
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS  
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-105, ISSUED TO EXPIRE 7-12-53 (DATE)  
g. ☒ PREVIOUS FORM ACA-105 WAS ISSUED TO EXPIRE 7-12-52 (DATE)  
BY R. W. Egan (NAME OF ISSUING REPRESENTATIVE) 4343 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION  
The aircraft described on the reverse has been inspected under the authority of a CAA approved repair station No. \_\_\_\_\_ by OAD 52 and was found to be:  
☐ AIRWORTHY  
☐ UNAIRWORTHY  
(REPAIR STATION AUTHORIZED SIGNATURE) \_\_\_\_\_ (DATE) \_\_\_\_\_

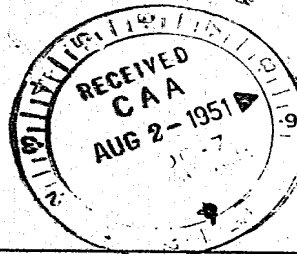
6. CAA REPRESENTATIVE CERTIFICATION  
I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT ☒ AIRWORTHY ☐ UNAIRWORTHY  
(Check appropriate item)

DESIGNER'S SIGNATURE <u>Robert M. Galt</u>	DESIGNATION NO. <u>4345</u>	DATE <u>8-12-52</u>
AVIATION SAFETY AGENT'S SIGNATURE <u>Robert C. Royal</u>	CAA DESIGNATION NO. <u>4377-7</u>	DATE <u>AUG 14 1952</u>

☐ ATTACHMENT

☒ ACCEPTED  
☐ REINSPECTED  
☐ SPOT CHECKED

Form ACA-305 (11-49)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R041.4	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative	
1. APPLICATION (CHECK WHETHER) <input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		2. AIRWORTHINESS CLASSIFICATION <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> RESTRICTED <input type="checkbox"/> EXPERIMENTAL <input type="checkbox"/> LIMITED <input type="checkbox"/> OTHER			
AIRCRAFT					
3. MAKE PIPER		4. MODEL PA. 17		5. NATIONALITY AND REGISTRATION MARK NC 4592H	
6. MAKE CONT.		7. MODEL A 65-8		8. MANUFACTURER'S SERIAL NO. 17-6 5-48	
9. OWNER'S NAME NEAL CRAWFORD		10. (GIVE ADDRESS ONLY IF IT HAS BEEN CHANGED FROM THAT GIVEN ON YOUR CERTIFICATE OF REGISTRATION, FORM ACA-300) RT 3 LINDSEY OKLA.			
11. ATTACHMENTS (CHECK WHICH) <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		12. I CERTIFY that the above statements are true.  J. W. Hylarga (OWNER OR AUTHORIZED AGENT) JULY 28 1951 (DATE) AGENT (TITLE)			
Form ACA-305a (11-49)					
AIRCRAFT INSPECTION REPORT (To be completed by CAA representatives)					
13. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS)					
a. <input checked="" type="checkbox"/> AIRCRAFT SPECIFICATION NO. 805 THROUGH SHEET REVISION NO. 3					
b. <input type="checkbox"/> AIRCRAFT LISTING PAGE NO.					
c. <input checked="" type="checkbox"/> AIRWORTHINESS DIRECTIVE SUMMARY 1951 (YEAR) THROUGH CARD NO. 18					
d. <input type="checkbox"/> OPERATIONS LIMITATIONS FORM ACA-309 ISSUED.					
e. <input type="checkbox"/> OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT.					
f. <input checked="" type="checkbox"/> CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT.					
g. <input checked="" type="checkbox"/> ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH.					
h. <input checked="" type="checkbox"/> CERTIFICATE OF AIRWORTHINESS FORM ACA-1352 WAS ISSUED.					
FINDINGS					
14. <input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY		15. DESIGNER'S SIGNATURE [Signature]		16. DESIGNATION NO. 4343	
17. DATE July 30, 1951		18. AVIATION SAFETY AGENT'S SIGNATURE [Signature]		19. <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	
20. DATE 8-9-51		21. REASON FOR DISAPPROVAL OR REMARKS (INDICATE IF YOU HAVE USED THE REVERSE TO CONTINUE THIS OR OTHER ITEM) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			



10-3-1  
NW

U.S. AIR FORCE  
MAIL ROOM 3  
Aug 24 12 50 PM '51  
WASHINGTON

<b>DEPARTMENT OF COMMERCE</b> <b>CIVIL AERONAUTICS ADMINISTRATION</b>		<b>FORM APPROVED</b> <b>BUDGET BUREAU NO. 41-2041.3</b>	
<b>APPLICATION FOR AIRWORTHINESS CERTIFICATE</b> <b>AND/OR ANNUAL INSPECTION OF AN AIRCRAFT</b>			
<b>APPLICATION (Check whether)</b> <input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIFICATE <input checked="" type="checkbox"/> ANNUAL INSPECTION		<b>AIRWORTHINESS CLASSIFICATION</b> <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> RESTRICTED <input type="checkbox"/> EXPERIMENTAL <input type="checkbox"/> LIMITED <input type="checkbox"/> OTHER	
<b>MAKE</b> Piper		<b>MODEL</b> PA-17	
<b>REGISTRATION NO.</b> NC 45924D		<b>MANUFACTURER'S SERIAL NO.</b> 17-6	
<b>ENGINE</b> MAKE: Continental		<b>MODEL</b> A-65-8	
<b>OWNER'S NAME</b> Neal Crawford		<b>PERMANENT ADDRESS (Street and number, city, zone, and State)</b> Lindsay, Okla	
<b>ATTACHMENTS (Check which)</b> <input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		I CERTIFY that the above statements are true. <div style="text-align: right;"> <u>Robert C. Stealy</u>  <small>Owner or authorized agent.</small> </div> <div style="text-align: center;"> <u>7/1/50</u>  <small>(DATE)</small> </div> <div style="text-align: center;"> <u>agent</u>  <small>(TITLE)</small> </div>	
<b>Form ACA-305a      AIRCRAFT INSPECTION REPORT</b> (To be completed by a CAA Inspector or a designated inspector or representative)			
It has been determined that the aircraft described in 305 above is in conformity with the following: ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
AIRCRAFT SPECIFICATION-AIRWORTHINESS DIRECTIVE NO(S). A-905 Rev. 3. Adsthou 50-25 <small>(Specify)</small>			
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> ANNUAL INSPECTION			
(Check whether) <input checked="" type="checkbox"/> OPERATION LIMITATIONS FORM ACA-305 WAS ISSUED, OR <input checked="" type="checkbox"/> APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT			
<b>FINDINGS</b>			
<input checked="" type="checkbox"/> AIRWORTHY <input type="checkbox"/> UNAIRWORTHY	<b>DESIGNER'S SIGNATURE AND NO.</b> <u>Robert C. Stealy</u> 4425		<b>DATE</b> <u>7/1/50</u>
	<b>CAA INSPECTOR'S SIGNATURE</b> <u>Robert C. Royal</u>		<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <b>DATE</b> JUL 21 1950
<b>REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reference to continue this or other item.)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

FAA AIRCRAFT REGISTRY  
CAMERA NO. 2N DATE: 1-2-85

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMIN.  
AUG 7 2 53 PM '50  
MAIL ROOM - 1  
WASHINGTON

Form ACA-305 (12-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU No. 41-10413	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative	
APPLICATION (Check whether)		AIRWORTHINESS CLASSIFICATION			
<input type="checkbox"/> ORIGINAL AIRWORTHINESS CERTIFICATE		<input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> RESTRICTED			
<input checked="" type="checkbox"/> ANNUAL INSPECTION		<input type="checkbox"/> EXPERIMENTAL <input type="checkbox"/> LIMITED <input type="checkbox"/> OTHER			
AIRCRAFT					
MAKE <b>Piper</b>		MODEL		TYPE CERTIFICATE NO.	
REGISTRATION NO. <b>4592H</b>		MANUFACTURER'S SERIAL NO. <b>17-6</b>		<b>PA-17-800</b>	
ENGINE					
MAKE <b>Continental</b>		MODEL <b>A65-8T</b>			
OWNER'S NAME <b>Neal Crawford</b>		PERMANENT ADDRESS (Street and number, city, zone, and State) <b>R. # 3 Lindsay, Oklahoma</b>			
ATTACHMENTS (Check which)		I CERTIFY that the above statements are true.			
<input checked="" type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT		<b>Neal Crawford</b> Owner (DATE) <b>6/28/49</b> (TITLE)			
<input type="checkbox"/> ACA-337 <input type="checkbox"/> DATA, DRAWINGS, ETC.					
<input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA					
Form ACA-305a AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative)					
It has been determined that the aircraft described in 305 above is in conformity with the following:					
ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					
AIRCRAFT SPECIFICATION-AIRWORTHINESS DIRECTIVE NO(S). A- <b>805 A.D.S. (NONE)</b> (Specify)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED <input type="checkbox"/> ORIGINAL <input checked="" type="checkbox"/> ANNUAL INSPECTION					
(Check whether)					
<input type="checkbox"/> <del>EXEMPTED FROM INSPECTION</del>					
<input checked="" type="checkbox"/> APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS					
<input checked="" type="checkbox"/> AIRWORTHY		DESIGNEE'S SIGNATURE AND NO. <b>R. W. Royce + 4343</b>		DATE <b>6/28/49</b>	
<input type="checkbox"/> UNAIRWORTHY		CAA INSPECTOR'S SIGNATURE <b>Robert C. Royce</b>		DATE <b>JUL 28 1949</b>	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item.)				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FAA AIRCRAFT REGISTRY

CAMERA NO. 2N DATE: 1-2-85

DEPT OF COMMERCE  
CIVIL AERONAUTICS ADM.  
Aug 8 10 37 AM '49  
MAIL ROOM 3  
WASHINGTON



FORM ACA-305 (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-8041.3 APPROVAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aero- nautics Administration Field Representative.	
APPLICATION (Check) <input checked="" type="checkbox"/> AIRWORTHINESS CERTIFICATE <input type="checkbox"/> ANNUAL INSPECTION		CAA IDENTIFICATION <input checked="" type="checkbox"/> NC <input type="checkbox"/> NX <input type="checkbox"/> NR <input type="checkbox"/> OTHER (Specify) _____			
<b>AIRCRAFT</b>					
MAKE PIPER		MODEL PA-17			
REGISTRATION NO. 4592H		MANUFACTURER'S SERIAL NO. 17-6		DATE MANUFACTURED May 1948	
<b>ENGINE</b>					
MAKE Continental		MODEL A-85-8		RATED H.P. 65	
(Check whether) <input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED <input type="checkbox"/> OVERHAULED		IF OVERHAULED, STATE BY WHOM ---		DATE OF OVERHAUL ---	
(Check which) <input type="checkbox"/> AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION		<input checked="" type="checkbox"/> APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-901 AND 902) ATTACHED			
OWNER'S NAME PIPER AIRCRAFT CORPORATION		PERMANENT ADDRESS (Street and No., City, Zone, State) LOCK HAVEN, PENNA.			
ATTACHMENTS (Check which) <input type="checkbox"/> ACA-319 <input type="checkbox"/> WEIGHT AND BALANCE REPORT <input type="checkbox"/> ACA-357 <input type="checkbox"/> SPECIAL APPROVALS <input type="checkbox"/> ACA-805 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input checked="" type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE  <i>Virginia Higinville</i> OWNER OR AUTHORIZED AGENT June 7, 1948 DATE Secretary to the President TITLE			
FORM ACA-305a (FORMERLY ACA-307) <b>AIRCRAFT INSPECTION REPORT</b> (To be completed by a CAA inspector or a designated inspector or representative)					
IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING					
LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO.	T.C. NO.	SERIAL NO.	EFFECTIVE NOTES	NO.	EFFECTIVE NOTES
		A-			
OTHER (Describe) NONE		EXCEPTIONS, IF ANY (If additional space is required, use reverse) / NONE			
<input type="checkbox"/> FORM ACA-319 (Return to owner)		APPROVED BY		MECH. CERTIF. AND RATING NO.	
<input checked="" type="checkbox"/> FORM ACA-1362 ISSUED		CERTIFICATE VALID TO (Specify date)		DATED	
<input type="checkbox"/> AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED					
<b>FINDINGS</b>					
<input checked="" type="checkbox"/> AIRWORTHY		DESIGNEE'S SIGNATURE AND NO. <i>Allen W. W...</i> 1006		DATE June 7, 1948	
<input type="checkbox"/> UNAIRWORTHY		CAA INSPECTOR'S SIGNATURE		<input checked="" type="checkbox"/> ACCEPTED DATE 6-9-48	
				<input type="checkbox"/> REINSPECTED	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No)					
* Form 132 forwarded direct to Certification and Recordation Section, Washington 25, D.C. Airplane Flight Manual & Weight & Balance Report in Aircraft. Aircraft tentatively approved.					

RECORDED TO THE FILE  
NOT RECORDED TO THE FILE

RECORDING STATION  
FRANCIS A. MONTGOMERY

RECORDING STATION

FROM

TO

DATE

RECORDING STATION

RECORDING STATION

RECORDING STATION

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Form ACA 317  
(4-46)

United States of America  
DEPARTMENT OF COMMERCE  
Civil Aeronautics Administration  
Washington

45934

STATEMENT OF CONFORMITY

To the Civil Aeronautics Administration:

I, having been authorized for this purpose by PIPER AIRCRAFT CORPORATION  
(Manufacturer)  
certify that the aircraft PIPER PA-17  
(Make) (Model)  
17-6 has been manufactured in conformity with the data forming the basis  
(Serial Number)  
for Type Certificate No. 805 and any revision or modification thereof approved  
by the Administration as of June 7, 1948 with the exception of the following  
(Date)  
deviations:

None

Date June 7, 1948

W. C. Jamouneau  
(Signature)  
W. C. Jamouneau, Chief Engineer  
(Title)

This form to be executed by manufacturer for each aircraft exported, and for each aircraft produced without the benefit of a production certificate.

United States of America  
DEPARTMENT OF COMMERCE  
Civil Aeronautics Administration  
Washington

STATEMENT OF CONFORMITY

To the Civil Aeronautics Administration:

I, having been authorized for this purpose by \_\_\_\_\_

PIPER

(NAME)

has been examined in conformity with the following conditions:

302

1. The aircraft is a \_\_\_\_\_

(Type)

manufactured by \_\_\_\_\_

None

Date: June 1, 1985

W. G. Johnson, Chief Engineer

(Title)

This form to be executed by manufacturer for each aircraft exported and for each aircraft produced after the date of a production certificate.