

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE CESSNA	MODEL 195A	SERIAL NO. 7677	NATIONALITY AND REGISTRATION MARK N1065D
2. OWNER	NAME (First, middle, last) U. S. OIL OF TEXAS		ADDRESS (Street and number, city, zone and State) 2906 Gulf Oil Bldg. Houston, Texas	

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	Lycoming	R680-E3A	6187		X
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

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)*
Standard	2300.5	43.84	1049.5

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS R. E. Johnson 6514 Belmark St. Houston, Texas	b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. A & E 693570
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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.

May 16, 1955

(Date repair and/or alteration completed)

Robert Edward Johnson
(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

☒ APPROVED } BY { ☒ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft.
☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify)

May 16, 1955

(Date of approval or rejection)

Tom Small 4618
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. ☐ Forwarded for engineering comment ☐ See attached memorandum
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked **5-20-55** (Date)

Reg. 2 FW

ANDO 0
(CAA designation number)

Charles Dechance
(Signature Aviation Safety Agent)

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.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Converted in accordance with data approved on N1078D.--except generator equivalent to Eclipse 309-17 installed.
2. Replaced Jacobs R-755-9 power plant with Lycoming R-680-E3A MFRS- No. 6187.
 - a. Prop- 2 B20 Blades 6135A-15
 - b. Gov.- 1Q12-G1
 - c. Gen.- Leece-Neville D4
 - d. Vac. Pump - Pesco Model 194
 - e. Fuel Pump - Pesco R-400BC
 - f. Starter - Type 397 (Eclipse)
3. Revised Jacobs engine-mount - #0351101 per Camair Drawing 2-101, 2-202, 2-103. Lord mount Nos. RL-15E-Sa2 (Upper) and RL-15E-SA2 (2 lower) replaced original three mounts.
4. Replaced Jacobs cowling with AT-10 cowling modified by the addition of a fiber-glass canister for air scoop and replacement of existing skirt with 5 3/4" longer skirt (see material and page). Used existing rivet patterns.
5. Modified fireball by enlarging recess for clearance of governor. Material .025 stainless steel. Rivet pattern same as original.
6. Revised weight and balance. Revised weight empty as follows:
 As
 Weight empty = 2300.5#
 Useful Load = 1049.5#
 C.G. = 43.84 inches from datum

References: CAA Aircraft Specifications #A-790
CG range 36.9 to 48.3 at 2500# or less.

		Weight Computations:	
As weighed	Weight(#)	Arm(in)	Moment (in#)
As weighed	2789	46.52	129746.0
Fuel (on brd)	-486	63.0	-30618.0
Oil (on brd)	-37.5	4.5	168.75
Residual Fuel	30.0	63.0	1890.0
Residual Oil	45.0	-1.0	-45.0
	<u>2300.5</u>		<u>100,811.25</u>

7. Revised The Airplane Flight Manual.

Ken Stoltzfus Collection
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*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. ☐