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| US Department | | |
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MAJOR REPAIR AND ALTERATION

Form Approved OMB No. 2120-0020

| US Department of Transportatio | | ılant, Pr | opeller, or Ap | pliance) | Offi | | r FAA Use O | nıy . |
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| | 71.8 | <u> </u> | <u> </u> | N9887 | /H | | 7 | |
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| have be | that the repair and/or alteration made in accordance with the rec | quirements | of Part 43 of the L | em 4 above and des | cribed on the n Regulation | e reverse | e or attachme | ents hereto nation |
| furnish | ed herein is true and correct to the b | est of my | knowledge. | | | | | |
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FAA Form 337 (4-87)

Mov. 15, 1990

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NOTICE

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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.)

Rebuilt complete L.H. wing as per Howard Repair Manual #AN-01-1700B-3 Dated Dec. 1, 1944.

Replaced all aileren and Map ribs Per. Fig. 15 Section 2 Per. 3 Stations 2 to 21.

Replaced #1 & #2 nose ribs as Per. Fig. 14 Sec. 2 Par. 889. Replaced complete skins, top and bottom of wing, Section 2, Per. 2 Fert G. All metrial for skins was 3/32" 90 degree plywood of like matroial as original. Method of application was as per the menuel.

All patterns for the nose and butt ribs were taken from original patterns. All material used in the ribs were of like meterial as original.

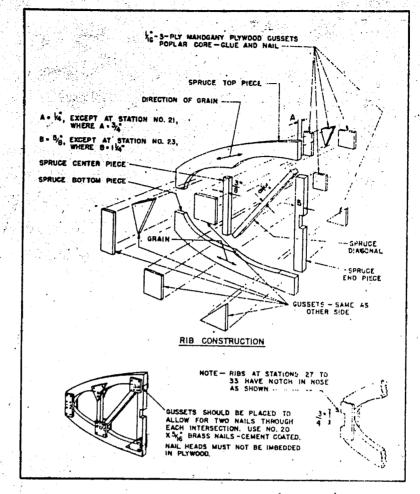
All glue used in instillation was Weldwood Recordinal. No weight change.

☐ Additional Sheets Are Attached

Section II Paragraphs 8-9

RESTRICTED AN 01-170RA-3

Figure 14—Nose Ribs Stations ,2 to 6 8 to 23 26 to 33 inclusive



8. FLAP AND AILERON RIBS.

- a. GENERAL DESCRIPTION.—Flap and aileron ribs are of solid spruce and if damaged beyond permissible repair they should be entirely replaced. Original members can be employed as patterns for this purpose. (See figure 4 for part numbers.)
- b. NEGLIGIBLE DAMAGE.—Permissible damage should be limited to lineal cracks not exceeding ½ inch in length or nicks and shallow dents where large splinters have not been raised.

9. WING STRINGERS.

- . a. GENERAL DESCRIPTION.—Stringers in the wing are made of spruce. If members are impaired beyond the extent of negligible damage they should be replaced.
- b. NEGLIGIBLE DAMAGE.—Defects considered negligible include lineal cracks in length up to ½ inch, shallow dents or nicks where cross-grain cracks or large splinters have not been created as a result of the damage.

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RESTRICTED AN 01-170RA-3

Section II Paragraph 2

spection of these defects should be made after each flight to ascertain further deterioration. As soon as convenient repairs should be made. See figure 5 for holes left in skin after repairs.

c. DAMAGE REQUIRING REPLACEMENT.

(1) Repairs to spars, ribs or other inner structures usually require replacement of a large part or all of the wing skin.

d. DAI AGE REPAIRABLE BY PATCHING

(1) Small nicks, checks, or cracks penetrating through the plywood skin may be repaired by cutting a hole not over 20 times the skin thickness and utilizing a circular splayed patch. (See figure 5, section B-B.)

(2) In an emergency, holes not exceeding 3 inches in diameter may be repaired by gluing a piece of plywood over the damaged area.

(3) Extensive damage may be repaired by means of a "Panel Patch" as shown in figure 5, section A-A.

(4) Fabric repairs are accomplished as described in section VIII.

e. CIRCULAR SPLAYED PATCH.

(1) Remove fabric as necessary to reach damage. The proper methods are described in section VIII.

CAUTION

When cutting fabric in patch area do not cut into plywood skin.

(2) With a drill or sharp knife, remove damaged area, leaving a hole not larger than 1½ sinch diameter. Scarf the skin around the edge of the hole on a slope of ten to one, as indicated by section B-B of figure 5.

(3) Prepare a patch of the same material and thickness as original skin, and bevel the edges with a block plane to fit scarfed surface around the hole.

(4) Apply wood sealer (AN-S-17) to under side of patch. Do not apply sealer on beveled edges.

(5) Glue patch in place, and cover with waxed paper.

(6) Apply pressure by placing a strip of ½ inch wood over the patch and nailing it into the ribs adjucent to the damage, using 19 gage x ¾ inch steel nails. (The waxed paper will prevent glue from adhering to this strip.) Allow glue to set four hours.

(7) After glue has set, remove nailing strip and waxed paper.

(8) Sand surface smooth with No. 1½ sandpaper and apply wood sealer.

(9) Replace fabric as described in section VIII. f. PANEL PATCH. (See figure 5.)

(1) Remove fabric as necessary to reach damage.

(2) With a sharp knife, cut out damaged portion in such a minner that an entire rectangular panel is removed. The edges of the panel should be parallel to and adjoining the surrounding structural members. Cut to a line 12 inch away from stringers and 16 inch away from ribs, except at spars or station No. 11, where the skin is cut flush with the edge of the member.

Not

Hidden structural members may be located by following nail heads in surface. Refer to figure 3 for general construction.

(3) Glue and nail spruce reinforcing strips to the adjacent structural members in such a manner as to form a frame under the edges of the cut-cut, as indicated by section A-A of figure 5. Use \(\frac{1}{2} \) inch x \(\frac{3}{2} \) inch stock along ribs and \(\frac{1}{2} \) inch x \(\frac{1}{2} \) inch stock along stringers (greater dimension parallel to surface). 19 gage x \(\frac{1}{2} \) inch steel nails are used in this installation.

(4) Allow glue to set four hours, after which wood sealer is applied to the strips.

(5) After glue has set, remove original nails from skin along structural members surrounding the opening. Using a block plane, scarf the edges of the skin at a slope of ten to one.

(6) Prepare a patch of the same material as used in the original skin, and scarf the edges to fit into the cut-out portion. Be sure that the grain runs in the direction of the wing span.

(7) Apply wood sealer to under side of patch, except on beveled edges.

(8) Glue patch in place.

(9) Apply waxed paper over glued edges. Prepare strips of $\frac{1}{6}$ inch plywood, not less than 1 inch wide and long enough to extend the length of the patch on all four sides. Nail these over the glued joints, driving 19 gage x $\frac{3}{4}$ inch steel nails into the underlying structural members and reinforcing strips. (The waxed paper will prevent glue from adhering to the nailing strips.)

(10) After allowing glue to set four hours, remove nailing strips and waxed paper. Sand smooth with No. 1 or No. 1½ sandpaper, and apply wood sealer.

(11) Replace fabric as explained in section VIII.

8. SKIN REPLACEMENT.

(1) Remove fabric as necessary.

(2) Starting at root or tip end, depending upon location or extent of damage, remove skin with a sharp knife. For most inner structural repairs, it will be necessary to remove skin on both top and bottom

(3) In all cases, cut away the skin to a line parallel to the \$6 inch away from a selected rib. (See figure 6.) At the No. 11 station, the cut is carried to a line flush with the edge of the rib.

Note

When the rear spar and structure aft is undamaged, remove skin from leading edge to center line of rear spar only, leaving aft portion intact.

(4) Glue and nail $\frac{3}{6}$ inch x $\frac{3}{6}$ inch spruce pieces along the cap strips of the selected rib. Do this in such a manner that they lie just under the cut edge of the skin, using 19 gage x $\frac{3}{4}$ inch steel nails. See section A-A of figure 6.

RESTRICTED ont from Gage 7 AN O (5) After glue has set four hours, apply wood AN 01-170RA-3 Paragraphs 2-4

- sealer to strips.
- (6) Remove all nails adjacent to the cut and scarf the cut edge of the skin on a ten to one slope with a block plane.
- (7) Use a single piece of plywood to re-cover the top and a vother for the bottom if possible. If materials at hand d not permit this, apply the skin in panels so that the points lie on a rib or spar, as previously described under "Panel Patch," paragraph 2.f. Make sure that the grain runs in the direction of the wing
- (8) Cut the new skin section to size, scarfing edges which will join other plywood. (Allow extra material for trimming on root, tip, and leading edges.)
- (9) Make a pencil layout of rib and spar locations on the new skin (both inner and outer surface). Apply sealer to inside surface except where it will be glued
- (10) Start nails in outer surface along penciled rib lines, leading edge, tip or root and trailing edge.
 Use 20 gage x 3/6 inch brass nails, cement-coated, spaced at 34 inch intervals.
- (11) Apply glue and install skin, driving down all nails as quickly as possible.
- (12) Cover all joints with waxed paper. Prepare strips of liginch plywood and nail down over all scarf joints, nailing into ribs and reinforcing strips. This will provide the necessary pressure to make a good bond between wood and glue. Use the same procedure from the 24th rib on the leading edge around to the center of the tip. From tip center to rear spar use plywood strips and clamps.
- (13) Allow glue to set four hours. Remove nailing strips and clamps and sand with No. 11/2 sandpaper. Trim all edges to size and on the leading edge, dress down the skin until it blends in with the leading edge member to form a smooth, rounded surface.
 - (14) Apply wood sealer and cover with fabric.

Glue alone is relied upon as the binding medium in the entire wing structure. Nails are used primarily to hold members in place until the glue has set.

3. FLAP AND AILERON SKIN.

(Figure 7.)

- a. GENERAL DESCRIPTION.-Skin on flaps and ailerons is identical with that on the main wing panels, except that it has a thickness of 5/64 inch.
- b. NEGLIGIBLE DAMAGE.—The permissible damage as defined for the main wing skin (Paragraph 2b of this section) will apply for flap and aileron skins.
- c. REPAIRABLE DAMAGE.-Methods of repair as outlined above for the main wing panels, are applicable to the flaps and ailerons with the following exceptions:

- (1) In making a panel patch, the damaged panel should be cut to a line 1/2 inch away from the spar and 1/2 inch away from ribs
- (2) Use 3/4 inch x 3/4 inch reinforcing strips along the spar, and 1/2 inch x 3/8 inch strips along the ribs. (Refer to section A-A of figure 7.)
- (3) A spruce strip, 3/2 inch x 3/2 inch, is placed across the center of the opening from rib to rib. This is nailed at each end only, and is provided to prevent skin from sagging. The patch is neither glued nor nailed to this strip.

4. WING SPARS.

a. GENERAL DESCRIPTION.

- (1) The spars, front and rear, are of laminated Sitka spruce. (Solid spruce may be substituted at the option of repair personnel.)
- (2) Reinforcements at the outer steel compression fittings are of white ash; all others are of birch ply-

b. NEGLIGIBLE DAMAGE.

(1) Minor scratches, not exceeding 1/64 inch in depth, and not over 1 inch long, located 30 per cent inboard from the wing tips on the front and rear sides of the spars may be considered negligible. Any damage to the top or bottom of the spars should be repaired as a defect results in weakened compression members.

c. REPAIRABLE DAMAGE.

- (I) Sections of spars containing elongated or worn bolt holes may be re-drilled to accommodate a 1/16 inch wall 24ST Dural bushing. Should the holes be elongated beyond the practicability of the above repair, removal of the worn section and the splicing in of a new piece is recommended.
- (2) Broken or transversely cracked spars may be repaired by splicing in a new section.
- (3) Longitudinal cracks which do not extend to the edges, or local damage to edge surfaces, may be repaired as described below.

d. SPAR SPLICE. (See figure 6.)

- (1) Remove fabric as necessary.
- (2) Remove as much plywood skin (top and bottom) as is necessary to extract the damaged portion of the spar. Use the method of removal explained earlier in this section.
- (3) Remove necessary ribs. Bear in mind that the splice construction will extend approximately 16 times spar width beyond the point where the spar is cut.
- (4) Cut out damaged section. The finished splice must be located so that its center line lies at the intersection of a center bay rib, and the spar is trimmed to a point five times spar width from the rib selected.
- (5) Scarf the trimmed end of the spar on a 10 to 1 slope.
- (6) Prepare a new piece for installation, taking dimensions from the original member.

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"A" . Tg" AT STATION NO. RE NOTE - CUSSETS SMOULD BE PLACED TO ALLOW FOR TWO NAILS THROUGH F ACM INTERSECTION. USE NO. 20 X 3/2 BRASS NAILS - CEMENT DOATED. PLYWOOD - POPLAR CORE GLUE AND NAIL. TYPICAL ARRANGEMENT, EXCEPT AT STATIONS 5 THROUGH 10 STATIONS 5 THROUGH IO SAME AS ABOVE EXCEPT FOR GUSSET "C". THICKNESS "T" \$\frac{1}{16}\$ FOR STATIONS 9 AND 7, \$\frac{1}{16}\$ FOR STATIONS 9 AND 10 -----ASSEMBLY - STATIONS TYPICAL

Ban. 3

Figure 15-Butt Ribs

Stations 3 to 21 inclusive

Figure 16-Butt Ribs

Stations 23 to 28 inclusive

TABLE III

ASSEMBLY VIEW

MATERIALS FOR REPAIR OF WING, FLAP, AND AILERON

(For possible substitutes, refer to section X)

Specification Remarks Material For spars, ribs, and Spruce, Sitka AN-5-6

stringers.
3-ply; wing, flsp, and aileron skin; rib gussets and webs. Plywood, mahogany AN-NN-P-511

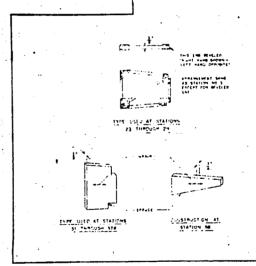
Plywood, birch AN-NN-P-511

3, 5, 7, and 13-ply; spar and fitting reinforcements. Ash, coml white Navy 39A2

Wing spar reinforcements. Glue, casein 20 gage x 2, in, and For attaching ply-20 gage x 1/2 in. woodskin or other Nails, brass. rement-coated

· outside surfaces. Nails, -teal

19 gage x % in, and For reinforcing
19 gage x 1 in. Attips or wher
interior use.



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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Form Approved Budget Bureau No. 204-R060.1 FOR FAA'USE ONLY OFFICE IDENTIFICATION

NM - FSDO - 60

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

INSTRUCTIONS: Print or type all entries. See PAR 43.9, PAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

| 1. AIRCRAFT SERIAL NO. | NATIONALITY AND REGISTRATION MARK |
|----------------------------|--|
| 748 | н9887н |
| 2. OWNER KEVIN T. KENNELLY | ADDRESS (As shown on registration certificate) 2325 BLM ST DERVER, COLO. 80207 |
| 3. FOR | FAA USE ONLY |

| | 4. UN | IT IDENTIFICATION | | 5. 1 | YPE |
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B. KIND OF AGENCY C. CERTIFICATE NO. A. AGENCY'S NAME AND ADDRESS YARROX U.S. CERTIFICATED MECHANIC TERRY E. EDWARDS 1448093 1514 CHAMBERS DR. FOREIGN CERTIFICATED MECHANIC BOULDER, COLO. 80303 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.

SIGNATURE OF AUTHORIZED INDIVIDUAL DATE 3/4/86 7. APPROVAL FOR KETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

OTHER (Specify) FAA FLT, STANDARDS INSPECTOR INSPECTION AUTHORIZATION MANUFACTURER CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT REPAIR STATION FAA DESIGNEE OF AUTHORIZED INDIVIDUAL DATE OF APPROVAL OR CERTIFICATE OR DESIGNATION NO. 1448093 3/4/86 (8320)

FAA Form 337 (7-67)

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.)

N9887H, 3/4/86, LEFT WING REPAIR

REMOVED OLD WING SKIN. INSPECTED REMAINING STRUCTURE FOR DRY ROT, NONE NOTED, BUT FOUND REAR SPAR DELAMINATED, INSPECTED ALL METAL FITTINGS FOR CORROSION, CLRANED AND PRIMED. FABRICATED NEW RIBS AFT OF REAR SPAR I/A/W PIG. 15 & TABLE III OF SITKA SPRUCE. FABRICATED NEW REAR SPAR OF LAMINATED SITKA SPRUCE I/A/W PABE 9, PARA 4. REPACED ALL LOWER SURFACE RIB GUSSETS AND OTHER MISC. RIB GUSSETS I/A/W PG. 13, PARA. 74 (1) (h). INSTALLED APPROX. 1 OF THE UPPER MINE STRINGERS AND ALL LOWER STRINGERS I/A/W PG. 18, PARA. 9. FABRICATED NEW BUTT RIB OF SITKA SPRUCE. INSTALLED ALL NEW CORNER BLOCKS. REPAIRED LEADING EDGE AND TIP BOW WITH SITKA SPRUCE. INSTALLED NEW HINGE BEARINGS.RE-SKINNED WITH 1/16 90°AIRCRAFT MANGGANY PLY., MIL SPEC P-6070, I/A/W PG. 5, PARA. 2,8. WELDWOOD RESORCINAL GLUE USED THROUGHOUT. PRESERVED WITH POLYURETHENE WARNISH.

ALL ABOVE REPAIRS ACCOMPLISHED I/A/W HOWARD AIRCRAFT CO. HANDBOOK OF INSTRUCTIONS FOR STRUCTURAL REPAIR # AN-01-170CB-3.

ALL WOODWORK AND GLUEING ACCOMPLISHED I/A/W AC 43.13-1A,CH. 1, SECTION 1, PARA. 1THRU 11, 17, 18. SECTION 2, PARA. 37,THRU 41.

-----RND-----

VENTULATION HOLES HOLES LOCATED I/A/W HOWARD ERECTION AND MAINTENANCE INSTRUCTIONS # AN-01-170QB-2, FIGURE 8.

ADDITIONAL SHEETS ARE ATTACHED

★U.S. GOVERNMENT PRINTING OFFICE: 1977-771-021/299

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| 5. AIRCRAFT OWNER'S CERTIFICATION (Crakets complete upper | Este item) |
| I hereby certify that I can the registered owner (or his az registered with the Civil Aeronautics Administration as required to the conduction of the conduc | ent) of the sircraft identified in Item 3 above which is |
| or 502 mastra operated displays the following evidence of the | red by the Regulations of the Administrator, Part 501 |
| registered* with the Civil Aeronautics Administration as required 502 and or then operated displays the following evidence of resistantion, form ACA-22 (FART A). DATE OF | 6-28-56. |
| 5. APPLICATION FOR REGISTRATION, FORM ACA-EXC (PART E). FORM A | |
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Form ACA-307 (H-5)

U. S. DEPARTMENT OF COMMERCE CIVIL ATROUNDINGS ADMINISTRATION

AIRCEAFT INSPECTION REPORT
(To be completed by a CAA representative or approved repair station).

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UNITED STATES OF AMERICA - FEDERAL AVIATION AGENCY

STANDERD AIRWORTHINESS CERTIFICATE 1. HATIOTALITY AND BEGISTERATION MARKS 2. MANUFACTURER AND HOSTLAND BEGISTERATION MARKS Comma DOLLSP 748 5. AUT-1001TY AND DADIS FOR 1551/ACC. This allowathless certificate/is layed pursuant to the fellowal Aulation Act of 1758 and certifies that, as of the fact of the fellowal Vormal. Homa. Unless spaces tritendered, shapehend, revoked, or a remination data is otherwise established by the Administrator, performed in accordance with Tarts 21, 43, and 21 of the Federal Avional Psychologists are distributed in accordance with Tarts 21, 43, and 21 of the Federal Avional Psychologists, as constructed, and the maintenance of the Federal Avional Psychologists, as constructed, and the maintenance of the Federal Avional Psychologists, as constructed, and the maintenance of the Federal Avional Psychologists, as constructed, and the maintenance of the Federal Avional Psychologists and the Federal III ACCOPD. FAR Form 1322

FAA Form 1362 (7.65)

0052-040-0000 (0100)

United States of America RTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION

CERTIFICATE OF AIRWORTHINESS

1. DAT MINERY AND REGISTRATION MARKS

3. This Certificate of Airworthiness is issued pursuant to the Civil Aeronauttes Act of 1938 as amended. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.

A. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Post 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Civil Aeronautics Board.

5. DATE OF ISSUMMER 6-1-59

8. Any alteration or misuse of this Certificate is punishable by a line of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both:

15-72853-1

Form ACA-1362 H (#-#6)

Howard DAA 15P Level# 748

() Is Smith

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| attachme | nte hereto have be | een made in accord urnished herein is | AUCC T | vith the feduireme | ents of Part 4 | o or the coor r | ederal Avia | tion Regi | ulations |
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| | | | | VAL FOR RETURN | | · | | | |
| Pursuant to | the authority give trator of the Feder | n persons specified al Aviation Admini | below stration | , the unit identifi n and is 🖰 APP | ed in item 4 ROVED | was inspected i REJECTED | n the mann | er prescri | pea by |
| | FLT, STANDARDS | MANUFACTURER | x | INSPECTION AUTHOR | | OTHER (Specify) | | | |
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| 10-1 | | 609310 - | | 10 Lucia | n /1/2 | accus | | | (0220) |
| AA Form | 337 (7-67) | *** | | | | | | | (8320) |

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.)

Repaired both wings. Removed all damaged plywood from both wings. Splice rear spar, right wing. 43 from butt end fitting. Repaired all damaged ribs. Replaced damaged plywood on top of both wings. Recovered new plywood with Ceconite 103 and finished. Replaced fin and rudder with new structures covered with Geconite 101 and finished in accordance with Process developed by Cooper Engineering of Van Nuys, C. lifernia. All work accomplished in accordance with AC43.13-Al page 7 figure 1.4, page 13 figure 1.10 and page 19 figure 1.15

ADDITIONAL SHEETS ARE ATTACHED

Form Approved Budget Bureau No. 04-R060.1 AVIATION AGENCY FEDE MAJOR REPAIR AND ALTERATION FOR FAA USE ONLY OFFICE IDENTIFICATION DENS (Airframe, Powerplant, Propeller, or Appliance) 4503 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. MODEL MAKE DGA15P Howard SERIAL NO. 1. AIRCRAFT NATIONALITY AND REGISTRATION MARK N9887H ADDRESS (As shown on registration certificate) NAME (As shown on registration certificate) 2. OWNER Chuck Easton apa Kountain Sport Parachute Center 3, FOR FAA USE ONLY Chuck Easton dba PO Box 1113 Greeley, Colorado 80631 4. UNIT IDENTIFICATION 5. TYPE ALTER-UNIT MAKE AIRFRAME XX XX POWERPLANT PROPELLER APPLIANCE MAHUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC A&P 1373244 Charles W. Easton 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. SIGNATURE OF AUTHORIZED INDIVIDUAL DATE 8 Dec. 1970 halls 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 FAA FLT, STANDARDS INSPECTOR OTHER (Specify) MANUFACTURER INSPECTION AUTHORIZATION CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT FAA DESIGNEE REPAIR STATION

SIGNATURE OF AUTHORIZED INDIVIDUA

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

DATE OF APPROVAL OR

8 Dec 1970

REJECTION

CERTIFICATE OR

DESIGNATION NO.

IA1373244

0052-025-8000 (8320)

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.)
 - (48.7% Howard BCA15F Ser. 748 8Dec.1970

Yajor repairs as follows.

- Loose quasets in trailing edges both wings reglued and or replaced as necessary. Fings revarnished as necessary.
- eplaced previously repaired vertical fin with serviceble unit. ecovered entire aircraft excluding flaps and ailcrons with Stits
- Foly-Fiber process, STC SA 1008WE, using pigmated butyrate dope as finish cost.
- eplaced both halfs of windshield with new tinted assemblys.
- All work accomplished in accordance with applicable portions of 3042.13-1. Stits Poly-Piber process manual, and Howard manuals AM 01-17008-3 and NAVABR 01-170RA-2
- Injor alterations as follows.
- Removed a Ranco Superhomer 7# -18"

 Enstalled 51% Lead Ballest at \$2140 aft of Patum at ballast attach points in fuseledge.
- Alreraft weighed. Empty Wt. 3015# Empty C.G. 49.3"
- Installed Nav-Com 300 Part No. 515R And remote indicator Fart No. 71 514A. St. 12% -15in. in left side of instrument panel, where Superhomer was removed, using 8-32 mach screws and AN365 nuts.
- Artenna installation proviously installed and checked CK.
 Installation and all wiring has been inspected, and conforms
- to the applicable portions of Chap. 2 of AC43.13-2 ref fig 2.2 height and Balance, log books, and equipment list revised to show additions and delations of above equipment. Fef AC43.13-1 has 13 Far. 342 thru 348
- Aircraft placarded in accordance with procedures set forth in notes 142 of Aircraft Specification No. A-717

occorpancing Pollows

ADDITIONAL SHEETS ARE ATTACHED

AIRCRAFT OPERATING RESTRICTIONS WITH DOOR REPOVED

Roward DGA-15P

8/19 748

N9887R

- This aircraft may be flown with not more than one cabin door removed, subject to the following restrictions:
 - a. Maximus speed not to exceed 140 MPH TIAS.
 - b. No ecrobatic maneuvers are permitted.
 - c. Maximum yew engle 10°; saximum bank angle 15°.
 - d. An FAA (CAA) approved safety belt installation gust be provided for each occupant.
 - a. No smoking is permitted.
 - f. When operations other than parachute jumping are conducted, a suitable guard rail or equivalent safety device must be provided for the doorway.
 - g. All loose articles must be tied down or stowed.
 - h. No baggage may be carried.
 - i. Jumpers' static lines must be kept free of pilst's controls and control surfaces.
 - j. Operations limited to VFR conditions.
- 2. The flight test prescribed by CAR 43.21 shall be conducted with the door removed and with only the minimum required crew abserd, prior to conducting any other flight operations. This flight and the related log entry need be accomplished one time only.
- 3. The following placerd must be placed on the instrument panel in full view of the pilot:

For flight with door removed, see "Aircraft Operating Restrictions with Door Removed."

4. A copy of these restrictions spat be carried in the aircraft when flight operations are conducted with the door removed.

HOLLY CLLA Note: When parachute jumping operations are being conducted, it is recommended that all occupants wear parachutes. Am 13 1 51 P

APRIL. 5, 1963

General Aviation Inspector, FAA

Stehanttenderen

NE-CADO-3

Date

camera no. 5 M date: 11-30-8

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| 1 4 | BCDAFT | MAKE IIOWET | ď | | | | MODEL | GA -1 5P | | | |
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| | | Center Co | | | - 1 | | Xenia. | Ohio 454 | 10 - | | |
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| | | Ohio 45385 | | | <u> </u> | MANUFACTURE | | | | · | |
| | attachme | nts hereto have be | d/or alteration ma en made in accorda irnished herein is t | nce v | vith ' | che requireme | nts of Part 4 | 13 of the U.S. I | | | |
| DATE | | | | | | | | INDIVIDUAL | | | |
| | 20 A | pril 1967 | | | <u> </u> | (M. | | 4 | | | |
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| Pur the | Suant to Adminis | tne authority giver trator of the Feder | n persons specified al Aviation Agency | and T | is | APPROVI | D R | WAS INSPECTED EJECTED OTHER (Specify) | in the manr | er prescri | оса ву |
| BY | | FLT, STANDARDS PECTOR | MAHUFACTURER | x | | PECYION AUTHOR | | Verified by | Operater | #104 | |
| | | DESIGNEE | REPAIR STATION | | OF OF | TRANSPORT INSI AIRCRAFT | ECTOR | | | | |
| REJEC | HOIT | ROVAL OR | CERTIFICATE OR DESIGNATION NO A&P 17756 | | SIG | NATURE OF $Q \mathcal{M}$ | | O INDIVIDUAL | | | |

FAA Form 337 (1-65) OBSOLETE PREVIOUS EDITION

0052-025-8000 (8320)

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.)

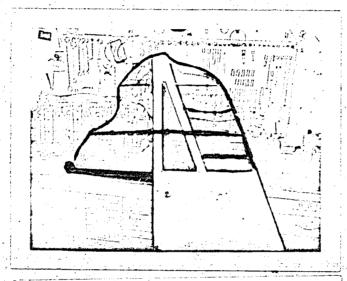
The vertical stabilizer was repaired in the following manner, (see photo on attached sheet) The area in blue was replaced with 4130 steel tubing of the size and wall thickness as the original. The tubing was spliced using the inner sleeve method and rosette welds, (deference AC 43.13-1 chapter 2 paragraph 50 figure 2.5.) Interior of tabing was sarrish coprosion proofed by flushing with hot linseed oil. The exterior was sand blasted and chromated. Grade A fabric was used and doped with 14 coats of nitrate. Installation of the fabric and the materials used meet the minimum requirements of AC 43.13-1 chapter 3 in the areas involved. Weight or balance change is negligible. End.

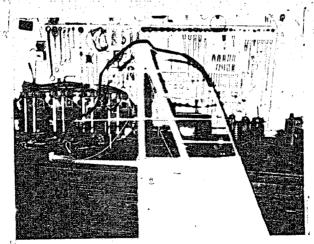
ADDITIONAL SHEETS ARE ATTACHED

163, BOYERHMENS FRINTING OFFICE : 1963 OF-761-7

This is an attachment to FAA Form 337 dated 20 April 1967. Repair to Howard vertical stabilizer N 9887H serial 748.

Blue indicates tubing replaced





FAA AIRCRAFT REGISTRY
CAMERA NO. 5 MDATE: 11-30-8

MIERO

| U. S. DEPARTMENT OF COMMERCE | Form Approved. Budget Burrat No. 41-1, 41.5. | ! |
|---|--|----------|
| CIVIL AERONAUTICS ADMINISTRATION | INSTRUCTIONS | |
| APPLICATION FOR AIRWORTHINESS CERTIF AND/OR AMNUAL INSPECTION OF AN AIRC | RAFT Please print or type. Submit this form to Civil Aeronautics Administration Aviation Saf Field Representative. | |
| 1. TYPE OF APPLICATION (Check which) | | _ |
| A A ORIGINAL ISSUANCE OF CERTIFICATE ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE C. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE | d RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 6 MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 7 | |
| AIRWORTHINESS CLASSIFICATION (Check appropriate item!). It is requested that the Certificate of Airworthiness be iss worthiness classification(s): |) ued to permit operation of the aircraft in the following air- | |
| . STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGO | RIES) | |
| b. LIMITED (SEE CAR 9) | | |
| c. TRESTRICTED (SEE CAR B) | | |
| (Check the restricted aspecial purpose operation(s) to be conducted) | | |
| AGRICULTURAL AND PEST CONTROL | PATROLLING . | |
| AERIAL ADVERTISING | FOREST AND WILDLIFE CONSERVATION | |
| AERIAL SURVEYING | WEATHER CONTROL | |
| GLIDER TOWING | OTHER | |
| d. (Experimental) (Check the type of experimental operation(s) to be conducted) | | |
| I RESEARCH AND DEVELOPMENT | RACING | |
| [] AMATEUR-BUILT | EXHIBITION Flight test for STC | |
| DEMONSTRATION | ☐ OTHER | |
| | | |
| 3. AIRCRAFT IDENTIFICATION (Complete all Herrs) | | |
| B. AIRCRAFT MAKE B. AIRCRAFT MODEL | c. AIRCRAFT SERIAL NO. | |
| Howard DGA-15P | 748 | |
| d. ENGINE MAKE | e Engine Model | |
| Pratt & Whitney | R13LO-ANI | |
| 4. AIRCRAFT REGISTRATION INFORMATION (Conglete all) | (tms) | |
| a, REGISTERED OWNER'S FULL NAME | b. PERMANENT MAILING ADDRESS c. AIRCRAFT NATIONALIT AND REGISTRATION MA | Y ARK |
| Don H. Shoemaker | 2381 South James St. Ventura, California N- 9887H | |
| | | 44 |
| 올림이 그런 한 불빛으로 그 사람이 있다. | | |
| 5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete a | ppropriate item) | 7.7 |
| I hereby certify that I am the registered owner (or hereistered's with the Civil Acconautics Administration as 1 or 502 and when operated displays the following evidence | is agent) of the aircraft identified in Item 3 above which i equired by the Regulations of the Administrator, Part 50 of registration: | g L |
| n. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DAT | E OF ISSUE JUNE ZO, 1750 | |
| | RM ACA-500, PART A, FORWARDED TO CAR AIRCRAFT RECORDS BRANCH | |
| W-000 ON(DATE) c. □ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED | | |
| □ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED | | |
| | | |
| 'In order to be cilcible for registration an aircraft must be owned by a citizen of the United States, as defined by Ecclion 1 (12) of the Civil Acrematics Act of 1828, as amended. | | |
| In order to be clirible for reclaration an aircraft must be covered by a clirical or the Dulled State, as defined by Section | | |
| "In order to be clicible for realistration an aircraft must be owned by a clitical of the United States, as defined by Section 1 (12) of the Civil Arrenautics Act of 1828, as amended. | (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) | |

19-62107-2

DATA, DRAWINGS, ETC. ACA-317 . UNAPPROVED DEVIATION DATA

Form ACA-365 (11-51)

(TITLE)

| The state of the s | ARTMENT OF COMMERCE ONAUTICS ADMINISTRATION |
|--|---|
| | INSPECTION REPORT representative or approved repair station) |
| (Ellistican Leonofelt condition to Penns) | is form has been inspected and found to conform to the following: |
| 1. AIRCRAFT AND ENGINE CERTIFICATION BASI 2. AIRCRAFT SPECIFICATION NO. 4-717 | IS. THROUGH SHEET REVISION NOJune_ 20, 1949 |
| E. D. ARCHAFT LISTING PAGE NO. A ARCHART LISTING PAGE NO. A ARCHART LISTING PAGE NO. (YEAR) (YEAR) (YEAR) | THROUGH CARD NO. 58-16 |
| | |
| 2. AIRCRAFT AND ENGINE OPERATING RECORD 1. THAT AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTE | |
| LE COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECT | CTIVES RECORDED |
| . AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEE | |
| CERIAL NO. ZP10L798 | TOTAL HOURS 564:15 |
| SERIAL NO. | TOTAL HOURS |
| SSRIAL NO. | TOTAL HOURS |
| 3. PREVIOUS INSPECTION RECORD (INSPECTION | |
| *. LAST AIRWORTHINESS INSPECTION CONDUCTED AUgu | 15t 26, 1958 |
| DY MISCRAFT MANUFACTURER BY APPROVED REPAIR STATION, CERTIFICATE N | |
| X BY MECHANIC, CERTIFICATE NO. TA 118 | |
| b. X PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA- | -319. WAS RETURNED TO OWNER |
| 4. AIRWORTHINESS DOCUMENTS ISSUED OR RE | EVIEWED |
| E CHERATION LIMITATIONS, FORM ACA-309, WAS ISSUED | |
| b. Z. CURRENT OFFERTION LIMITATIONS, FORM ACA-309. IS | |
| C. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AV | |
| a. I current weight and balance information is av- | |
| f. I CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISS | 5- 0 30do |
| g. A PREVIOUS FORM ACA-1382 WAS ISSUED TO EXPIRE | |
| BY Harold 7. Buck (NAME OF ISSUING REPRESENTATIVE) | |
| 5. CAA APPROVED REPAIR STATION CERTIFICA | |
| The aircraft described on the reverse has been | inspected under the authority accorded certificated repair station to be: |
| ☐ AIRWORTHY | |
| ☐ UNAIRWORTHY | (REFAIR STATION AUTHORIZED SIGNATURE) (DATE) |
| 6. CAA REPRESENTATIVE CERTIFICATION | |
| I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVE | ERSE AND FOUND IT AIRWORTHY: UNAIRWORTHY (Cleack expressibility item) |
| DESIGNEE'S SIGNATURE | DESIGNATION NO. DATE |
| AVIATION SAFETY AGENT'S SIGNATURE | CAA DESIGNATION NO. DATE ACCEPTED Engineering Accepted |
| | Field Specist. April 17, 1959 FERNSPECTED |
| L | 114-13501 |

A copy of letter to Mr. Don M. Shoemaker dated April 17, 1959.

E. S. CONSTRUCT PRINTING OFFICE 16--09537-2

Паттаснизейт 🖂

Form ACA-8058 (11-51)

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or. on . Joensker 231 Couch Joses Arest ectors, allfornia

ferrar. hemerers

This letter is in the form of an Operations idmitations, subting orth the conditions under which over 1 odel 12-150, arial see. The may be operated.

Mess limitations become a part of the sirverthicass continues and shall be carried in the sirverst at all times with the sirverst is operated in the experimental category.

- a. The sirgust contilicated for the purpose of converting contacts forces. Siight tests pertaining to the installation of a fiber glass cond.
- . Hight tests to be accomplished over eress where failure of the aircraft will not endanger persons or property on the grount.
- (). All flights must be conducted in compliance with the requirements of USA 60.12 and 60.2h.
- tates of sacrice.
- . ally personnel essential to the purpose of the flight may
- . The pirorest is not to be operated for hire or reward.
- 6. We center of gravity and gross weight limitations of the partiment structs specification shall be observed. This information shall be maintained in hept readily available.
- is a pign with the word "reperimental" shall be displayed on sens side of the terrerets. These signs can be recatable to the theorem entering the singuist to the theorem enterings.

235.2 5/5/52

and the first of t

April 17, 1359

- Let when the aircreft is operated in the experimental category.
- J. Flights shall be conducted only under daylight VM conditions.
- . The experimental aircorthiness issued to the sirgraft expires at 1800 PoT on key 8, 1959.

Sincerely yours,

ORIGINAL SIGNED BY

h. A. Klikoff, Chief, Aircraft Engineering Division

COL SA-235.2 (3), 35-16, 7:-100, LA-257 (2). L6-24/

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 DATE: 11-30-8

20 супот экиното Эналан дом

| | Form Approved. Budget Bureya No. 41-119428. (2) |
|--|---|
| U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION | INSTRUCTIONS |
| APPLICATION FOR AIRWORTHINESS CERTIFIC AND/OR ANNUAL INSPECTION OF AN AIRCRA | ATE Picase print or type, Submit this form to the |
| 1. TYPE OF APPLICATION (Controlle) | |
| . [] OMIGHAL ISSUANCE OF SERTIFICATE d. [| RECERTIFICATION UNDER THE PROVIDIONS OF CAR 8 |
| | MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 |
| e. () AMENUMENT OR MODIFICATION OF CURRENT CERTIFICATE | I Expermental |
| Alterrore Third School (Check opposite tem(s)) It is requested that the Certificate of Airworthiness be issued worthiness classification(s); | to permit operation of the aircraft in the following air- |
| a. CO STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES | 5) |
| b. [] LIMITED (SEE CAR 9) | |
| c. Exernicited (SEC_CAR 8) | |
| (Check the reduited special purpose appealism(s) to be conducted) AGRICULTURAL AND PEST CONTROL | PATROLLING |
| C Your contains the case of | FOREST AND WILDLIFE CONSERVATION |
| | WEATHER CONTROL |
| | OTHER |
| d, IV experimental | |
| (Check the type of experimental operation(s) to be conducted) | |
| Designation with person stem | RACING EXHIBITION |
| : AMATEUR-BUILT | FOTHER Flight Casting. |
| DEMONSTRATION - | WITHER / REGION |
| Pyle | E- /340 - ANI |
| 4. AIRCRAFT REGISTRATION INFORMATION (Compile all license | |
| E. REGISTERED OFFICE NAME | AND REGISTRATION MARK |
| DON ShoEMAKIEN | 3381 S JAMES N-9887# |
| | ENTURN CALIF 1-988 /# |
| | |
| 5. AIRCRAFT OWNER'S CERTIFICATION (Check and compilet approximately certify that I am the registered owner (or his a registered with the Civil Aeronautics Administration as requested or 502 and when operated displays the following evidence of the Certificate of registration, form ACA-500 (PART A). DATE OF APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM | gent) of the aircraft identified in Item 3 above which is lired by the Regulations of the Administrator, Part 501 registration: |
| M-303 DN (DATE) | |
| c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED | |
| 'In order to be elicible for resistation an aircraft must be owned by a citizen of the United States, as defined by Section 1(1) of the Civil Acronautics Act of 100s, as amended. | |
| ATTACHMENTS (Cleek which) | La Phia Barrella Comment |
| ACA-319 WEIGHT AND BALANCE REPORT | (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) |
| ACA-337 DATA, DRAWINGS, ETC. | 31 58 Owner 1 |
| □ ACA-317 □ UNAPPROVED DEVIATION DATA | (DATE) (TITLE) |
| | Form ACA-305 (H-51) |

9.235

- - L. S. Tomball ...

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

| (10 of completed by a cons | representative or approved repair station) |
|--|---|
| The niggraft described in Item 3 on the reverse of the | is form has been inspected and found to conform to the following: |
| (Clear Enrighteeppliedle (Cox) 3. AIRCRAFT AND ENGINE CERTIFICATION BAS a [] AIRCRAFT SPECIFICATION NO | is , the control of |
| IN TO AIRCHAFT LISTING PAGE NO. | |
| . c. AMENORTHINESS DIRECTIVE SUMMARY (YEAR) (YEAR) (YEAR) | THROUGH CARD NO |
| A. [] CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERT | (IFICATE) |
| 2. AURCRAFT AND ENGINE OPERATING RECORD |)5 |
| E. CHERRAFT NEW-HO PREVIOUS OPERATION OR MAINTI | ENANCE HISTORY |
| 6. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRE | CTIVES RECORDED |
| 6. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRE 6. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BE | EN OPERATED A TOTAL OF HOURS |
| A CONTROL DECORDS INDICATE THE FOLLOWING OPERAT | ION: |
| | TOTAL HOURS 520 |
| SERIAL NO. | TOTAL HOURS |
| \ SERIAL NO. | TOTAL HOURS |
| SERIAL RO. | 101AC HOURS |
| 3. PREVIOUS INSPECTION RECORD (INSPECTIO | N RECORDED ON FORM ACA-319) |
| E. LAST AIRWORTHINESS INSPECTION CONDUCTED | (DATE) |
| BY AIRCRAFT MANUFACTURER | |
| IN APPROVED REPAIR STATION, CERTIFICATE I | NO |
| BY MECHANIC, CERTIFICATE NO. | THE BAS DETRIBUTED TO OWNER |
| to Transpir American inspection report, form ACA | -119, MAS REIDHRED TO OTHER |
| 4, AIRWORTHINGS DOCUMENTS ISSUED OR RI | EVIEWED |
| E. LOPERATION LIMITATIONS: FORM AGA NO. WAS ISSUED | (COPY ATTACHED) |
| b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS | |
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| G. E. CURRECHT APPROVED AIRPLANE FLIGHT MANUAL IS AT | |
| E. CURRECHT APPROPRIA DEVENTAR THE CHART WAS A CHART WAS A CHART WEIGHT WAS BALANCE INFORMATION IS AV | VAILABLE IN AIRCRAFT |
| | VALLABLE IN AIRCRAFT AILABLE IN AIRCRAFT |
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| E. CURRENT WEIGHT AND BALANCE INFORMATION IS AV THIS INSECTION HAS BEEN HECORDED IN THE AIRCF L. W. CERTIFICATE OF AIRAORTHINESS, FORM ACA-1362 ISS E. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE EY (NAME OF ISSUING REPRESENTATIVE) 5. CAA APPROVED REPAIR STATION CERTIFICA | VALLABLE IN AIRCRAFT ASLABLE IN AIRCRAFT RAFT RECORDS SUED TO EXPIRE (DATE) (DATE) (DESIGNATION NO.) |
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Regard Approach licenses

for flight testing Housed

Dec 15 P N 9 187H with

P+ 10 1340 installed in place

of 985. Request to day for

testing.

Dan Member



THE DON MYETS COMPANY

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FAA AIRCRAFT REGISTRY
CAMERA NO. 5 MDATE: 11-30-8

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

General Safety District Office Van Huys Airport 7850 Hayvenhurst Avenue Van Huys, California

May 27, 1958

Mr. Der Shoemaker 2381 South James Street Ventura, California

Dear Vr. Shoemaker

্য

The following operations Limitations will apply to your Howard DGA-15P Air-craft, Social No. 748, Registration N9887H:

- 1. Aircraft certificated in the FXPFRIMPMTAL Airworthiness classification for the purpose of flight testing following the installation of an H-1340 engine.
- 2. Take-offs and landings to be made at Oxnard-Ventura County Airnort only.
- Flight tests requiring maneuvers not necessary to normal flight shall be executed over water or uninhabited areas, and off Airways.
 - 4. Under no circumstances will the aircraft be operated in such a manner as to endanger persons or property on the ground, or other air traffic.
 - 5. Occupancy of the aircraft is restricted to persons essential to the purpose of the flight.
 - 6. The Experimental Airworthiness Certificate shall expire as noted thereon.
 - 7. The airspeed and weight limits prescribed for the aircraft shall not be exceeded.

3. T. Nacht General Safety Inspector, 4-13 FAA AIRCRAFT REGISTRY
CAMERA NO. 5 M DATE: 11-30-8

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION INSTRUCTIONS Please print or type. Submit this form to the Civil Agronautics Administration Aviation Safety Field Representative. APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT 1. TYPE OF APPLICATION (Check which) E. ORIGINAL ISSUANCE OF CERTIFICATE

B. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE d.

RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. . MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 e.

AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE r. 🗀 2. AIRWORTHINESS CLASSIFICATION (Chesk 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): m. X STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. T LIMITED (SEE CAR 9) C. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) AGRICULTURAL AND PEST CONTROL PATROLLING AERIAL ADVERTISING FOREST AND WILDLIFE CONSERVATION AERIAL SURVEYING WEATHER CONTROL GLIDER TOWING OTHER a. T EXPERIMENTAL (Check the type of experimental operation(e) to be conducted) RESEARCH AND DEVELOPMENT ☐ RACING AMATEUR-BUILT EXHIBITION ☐ DEMONSTRATION OTHER 3. AIRCRAFT IDENTIFICATION (Complete all Hems) s, AIRCRAFT MAKE b. AIRCRAFT MODEL c. AIRCRAFT SERIAL NO. * OGA -15 P HOW BRD d. ENGINE MAKE e. ENGINE MODEL 4. AIRCRAFT REGISTRATION INFORMATION (Compide all liens) M. REGISTERED OWNER'S FULL NAME * DON ShOEMAINER X 2381 S 2381 5 JAMES 5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate ttem) 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:

... CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE X JUNE 38 1756 b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. C. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1767, DATED *In order to be ellable for registration an alreraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Acronauties Act of 1935, as amended. ATTACHMENTS (Check which) ACA-319 WEIGHT AND BALANCE REPORT ☐ ACA-327 DATA, DRAWINGS, ETC. ☐ ACA-317 UNAPPROVED DEVIATION DATA

Form ACA-305 (11-51)

Form Approved. Budget Burgin No. 41-R041.5

| | | DON | PhoEm | AKER | Houna |
|--|---|---|-------------------|--------------------|------------|
| į | • | DEPARTMENT OF COMME | 10 , 20 | | |
| | | RAFT INSPECTION RE | | ation) | |
| Cities and complice applicable AIRCRAFT AND EI AIRCRAFT SPECIFI b. AIRCRAFT LISTING L. AIRCRAFT LISTING AIRCRAFT LISTING | MEMB) NGINE CERTIFICATION CATION NO | THROUGH SHEET REVISION I | NO | | Howing: |
| . AIRCRAFT AND EI | NGINE OPERATING REC | CORDS | · | | |
| b. COMPLIANCE WITH c. AIRCRAFT RECORD d. P. ENGINE RECORDS | INDICATE THE FOLLOWING O | S DIRECTIVES RECORDED HAS BEEN OPERATED A TOTAL OF | 17/2 | _ Hours | |
| ☐ BY AIRCRA ☐ BY APPROL ☐ BY MECHA | S INSPECTION CONDUCTED FT MANUFACTURER VED REPAIR STATION, CERTIFI NIC, CERTIFICATE NO.X ET INSPECTION DEPORT. EAR | ICATE NO. | MER | | |
| | | | INER | • | |
| b. OPERATION LIMIN b. QURRENT OPERAT c. CURRENT APPROV d. CURRENT WEIGHT e. THIS INSPECTION f. T. CERTIFICATE OF g. PREVIOUS FORM BY | TED AIR LAND FLIGHT MANUA TAND BALANCE INFORMATION HAS BEEN RECORDED IN THE AIRWORTHINESS, FORM ACA-1 ACA-1362 WAS ISSUED TO EXP (NAME OF ISSUING REPRESENT) | ISSUED (COPY ATTACHED) 1-309, IS AVAILABLE IN AIRCRAFT IL IS AVAILABLE IN AIRCRAFT I IS AVAILABLE IN AIRCRAFT AIRCRAFT RECORDS 362, ISSUED 12 (DATE) (DESIGNATIVE) (DESIGNATIVE) | 100 | | |
| | EPAIR STATION CERT | been inspected under the s | nthority accorded | certificated rena | ir station |
| The aircraft descri | by CAR 52 and was | | | (DATE) | |
| 6. CAA REPRESENTA | TIVE CERTIFICATION | | | | 7 |
| I HAVE INSPECTED THE | AIRCRAFT DESCRIBED ON TH | IE REVERSE AND FOUND IT | IRWORTHY UNI | AIRWORTHY item) | |
| DESIGNEE'S SIGNATUI | ĵĒ | DESIGNATION NO. | DATE | | |
| AVIATION SAFETY AG | ENT'S SIGNATURE | caa designation no. | DATE 5 | ☐ ACCEP | 1 1 |
| ☐ ATTACHMENT | | Reg. 4 LA ASDO 13 | | | |

Form ACA-305a (11-51)

Form Artmoved. Buildet Bureau No. 41-R041.5. U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT Field Representative. 1. TYPE OF APPLICATION (Cleck selick) a. O GRIGINAL ISSUANCE OF CERTIFICATE d. TRECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. [MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 b. TARRUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE 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): AL STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) h. [] LIMITED (SEE CAR 9) c. TRESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) AGRICULTURAL AND PEST CONTROL PATROLLING FOREST AND WILDLIFE CONSERVATION AERIAL ADVERTISING WEATHER CONTROL AERIAL SURVEYING GLIDER TOWING OTHER d. EXPERIMENTAL (Check the type of experimental operation()) to be conducted) RESEARCH AND DEVELOPMENT PACING EXHIBITION AMATEUR-BUILT OTHER □ DEMONSTRATION 3. AIRCRAFT IDENTIFICATION (Complete all items) b. AIRCRAFT MODEL AIRCRAFT SERIAL NO. N. AIRCRAFT MAKE 15 P D 6 A HOWAR O e. ENGINE MODEL d, ENGINE MAKE 9835-1 4. AIRCRAFT REGISTRATION INFORMATION (Complete all items) b. PERMANENT MAILING ADDRESS E. AIRCRAFT NATIONALITY
AND REGISTRATION MARK M. REGISTERED OWNER'S FULL NAME 235 A 3 JAMES 3 hOEMAKEK VENTURA

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:

b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, FART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH,

☐ ACA-319 MEIGHT AND BALANCE REPORT

□ ACA-337

ATTACHMENTS (Check which)

W-300 ON _

TI DATA, DRAWINGS, ETC.

*In order to be elimible 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.

c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED

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

B. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE

☐ ACA-317

UNAPPROVED DEVIATION DATA

mar 38, 1956

Form ACA-305 (11-51)

| | PARTMENT OF COMMER ERONAUTICS ADMINISTRATI | | |
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| AIRCRAF (To be completed by a C. | T INSPECTION REP | | |
| The aircraft described in Item 3 on the reverse of | this form has been inspecte | ed and found to conform | to the following: |
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| 5. AIRCHAFT LISTING PAGE NO. | | | |
| C. AIRWORTHINESS DIRECTIVE SUMMARY (YEAR | THROUGH CARD NO. | | |
| e. CIVIL AIR REGULATION PART & (MODIFIED TYPE CE | ERTIFICATE) | | |
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| 8. AIRCRAFT NEW-NO PREVIOUS OPERATION OR MAIL | NTENANCE HISTORY | | |
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| | ON DECORDED ON FOR | M ACA 210) | |
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U. S. GOVERNEENT PRINTING OFFICE 15-60537-

Form ACA-305a (11-51)

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

General Safety District Office Van Buys Airport 7550 Hayvenhurst Avenue Van Kuys, Calif.

November 5, 1967

HOWARD DG-A-18P

).9887H

THIS MARPIANE HAS BEEN CERTIFICATED IN THE EXPERIMENTAL CATEGORY FOR THE SURFIGER OF FLIGHT TESTING MODIFIED ENGINE CONLING AND ARRODYNAMIC CLEAR-UP MODIFICATIONS PRIOR TO TYPE CERTIFICATION.

NO PASSINGERS OR CARGO TO BE CARRIED.

GOOGRAFICY OF THE AIRCRAFT TO BE LIMITED TO THE CREM NECESSARY FOR THE PUR-

ALL PLACETS SHALL BE MADE ONLY IN VPR WEATHER CONDITIONS.

ALL PLIGHTS SHALL BE MADE OVER SPARSELY SETTLED OR UNINHABITED ARPAS WHERE AN UNCONTROLLABLE AIRPLANE WILL NOT CAUSE DAMAGE OR LOSS TO PERSONS OR TROPHETY NOT INVOLVED IN THE FLIGHT TESTING.

NO FIGHTS TO BE COMDUCTED OVER HIGHLY POPULATED AREAS OR LARGE GATHERINGS OF PEOPLE.

THE WORD "PERFERENCE TAL" IN LETTERS AT LEAST TWO (2) INCHES IN HEIGHT SHALL BE DISPLAYED AT THE ENTRANCE TO THE COCKPIT.

THIS AIRCRAFT SHALL NOT BE OFFRATED AFTER THE EXPIRATION DATE SHOWN ON THE AIRCRAFT SHALL NOT BE OFFRATED AFTER THE EXPIRATION DATE SHOWN ON THE AIRCRAFT SHALL GIVE HOTICE IN WRITING OF CANCELLATION PRIOR TO THAT DATE.

Harold Z. Buok General Safety Inspector FAA AIRCRAFT REGISTRY
CAMERA NO. 5 MDATE: 11-30-8

U.S. DEFARTBEREN OF COUNTY OF COLUMN FOR

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SHOEMAKER'S TRUCK STATION

101 Highway

P. O. Box 25

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MONTALVO, CALIFORNIA

Date Oct 3 /

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Dan Choemaker

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 NDATE: 11-30-8

| U. S. DEPARTMENT OF COMMERCE | Form Approved. Endget intrest No. 43-Ref1.5. |
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| GIVIL AERONAUTICS ADMINISTRATION | INSTRUCTIONS |
| APPLICATION FOR AIRWORTHINESS CERTIFICATE | Please print or type. Submit this form to the |
| AND/OR ANNUAL INSPECTION OF AN AIRCRAFT | Civil Acromanties Administration Aviation Safety |
| | Field Representative. |
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| c. DAMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE 1. | |
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| c. TRESTRICTED (SEC CAR 6) | |
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| U. S. DEPARTMENT OF COMMERCE | - 1 |
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| CIVIL AERONAUTICS ADMINISTRATION | |
| AIRCRAFT INSPECTION REPORT | |
| (To be completed by a CAA representative or approved repair station) | |
| The abstract described in Item 3 on the reverse of this form has been inspected and found to conform to the following: | |
| (Clastical districts plants from) 1. MPCRAFT AND ENGINE CERTIFICATION BASIS | |
| AIRCRAFT SPECIFICATION NO | |
| N. [] ARCEMPT LUTTING PAGE NO | ¨, |
| ANGWORTHINESS DIRECTIVE SUMMARY 5 THROUGH CARD NO. 11 | |
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| 2. AHCRAFT AND ENGINE OPERATING RECORDS | |
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| 3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319) | * |
| LAST AIRWORTHINESS INSPECTION CONDUCTED 4-20-56 | ý |
| BY AIRCHAIT MANUFACTURER | |
| THEY APPROVED REPAIR STATION CERTIFICATE NO. | |
| 1) BY MECHANIC, CERTIFICATE NO. AF 1256927 | |
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| 1. [4] PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-119, WAS RETURNED TO OWNER | |
| 1.4) ECRIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-119, WAS RETURNED TO OWNER A. AIRSYGRITHINESS DOCUMENTS ISSUED OR REVIEWED | |
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Form ACA-305a (11-51)

| U. S. DEPARTMENT OF COMMERCE | | 201 20140 1-14 2010, 4, -201, 2110, |
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| CIVIL AERONAUTICS ADMINISTRATION | | CTIONS |
| APPLICATION FOR AURWORTHINESS CERTIFICAT | | Submit this form to the listration Axistion Safety |
| VAND/OR ARNUAL INSPECTION OF AN AIRCRAFT | Field Representative. | n clation zaviarion carety |
| 1. TYPE OF APPLICATION (Controls) | | |
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| 22 AIRWORTHINESS CLASSIFICATION (Class appropriate Vem(s)) | | |
| If is requested that the Certificate of Airworthiness be issued to | ermit operation of the aircra | ft in the following air- |
| worthiness classification(s): | | |
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| L I LIMITED (SEE CAR 5) | = | |
| RESTRICTED (SEE CAR 8) | 1 | |
| (Check the excluded special purpose operation(e) to be conducted) | | |
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| a. W EXPERIMENTAL | | |
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| ☐ DEMONSTRATION MO | THER Flight. | Testing |
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| Howard DGA-IV | P 7 | 48 |
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| A CHARGE TORE Pratt and Whitney. R- 4. AIRCRAFT REGISTRATION HAFFIRMATION Complete all terms) | P 7: | 48 |
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16-62-37-2

Form ACA-305 (II-51)

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U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

| (To be completed by a CAA | representative or app | | |
|--|---|---|---------------------------|
| The circreft described in Item 3 on the reverse of this (Check and complete applicable item): 1. AIRCRAFT AND ENGINE CERTIFICATION BASIS AS IT AIRCRAFT SPECIFICATION NO. 7/2 TO | ร์ ร | .: <u></u> | to the following: |
| b. ARWORTHINESS DIRECTIVE SUMMARY (YEAR) COLOR OF THE ARMORTH AND ARMORT ARE ARE AREA OF THE ARMORT ARE AREA OF THE ARMORT AREA OF THE ARMORT AREA OF THE AREA OF THE ARMORT AREA OF THE AREA OF THE ARMORT AREA OF THE ARMORT AREA OF THE AREA OF THE ARMORT AREA OF THE ARMORT AREA OF THE AREA OF THE ARMORT AREA OF THE ARMORT AREA OF THE AREA O | THROUGH CARD NO. | | |
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| 3. PREVIOUS INSPECTION RECORD (INSPECTION | RECORDED ON FOR | M ACA-319) | |
| BY APPROVED REPAIR TO THE BY MECHANIC, CERTIFICATE NO. 1. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-1 | o | S & 3 | |
| 4. AIRWORTHINESS DOCUMENTS ISSUED OR RE | VIEWED | | |
| a. □ OPERATION LIMITATIONS, FORM ACA-389, WAS ISSUED b. □ CURRENT OPERATION LIMITATIONS, FORM ACA-389, IS c. □ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVI d. □ CURRENT WEIGHT AND BALANCE INFORMATION IS AVA c. □ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRA f. □ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSU g. □ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE | AVAILABLE IN AIRCRAFT AILABLE IN AIRCRAFT AILABLE IN AIRCRAFT AFT RECORDS JED TO EXPIRE | /31/5°6 | |
| BY FIRE SUBJECT OF STREET TO EXPIRE | (DATE) 6 | 81 | |
| (NAME OF ISSUING REPRESENTATIVE) | (DESIGN | IATION NO.) | |
| 5. CAA APPROVED REPAIR STATION CERTIFICAT The aircraft described on the reverse has been No by CAR 52 and was found AIRWORTHY | inspected under the at | | ated repair station |
| 6. CAA REPRESENTATIVE CERTIFICATION | | | |
| 1 HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVE | RSE AND FOUND IT | IRWORTHY UNAIRWORTH (Check appropriate item) | <u>IY</u> |
| DESIGNEE'S SIGNATURE | DESIGNATION 110 | DATE | |
| AVIATION SAFPTY GENT'S SIGNATURE | CAA DESIGNATION NO. | DATE | ACCEPTED |
| 1 Mart | Reg. 4 LA ASDO 13 | 1/21/56 | REINSPECTED SPOT CHECKED |
| □ ATTACHMENT | ADDO 39 | | |
| ATTACHMENT | | | |
| b. C. GOVERNINST, FRINTING OFFICE 16-COSOT-2 | | P | form ACA-305a (11-51) |

101 Highway

P. O. Box 25

MIller 3-9066

MONTALVO, CALIFORNIA

Date May 16

Mr Bush Civil aeroneutics administration Van nuys

Dear Mr Buil a ould clike to request an experimental Cartificate for Howard DGA-15P Ser No. 748 N9887H pending approved of 337 deted april 20 1956 for said Climerft. Cowling to BT 13 Cowling.

Sincerely, Don Phoember FAA AIRCRAFT REGISTRY
CAMERA NO. 5 M DATE: 11-30-8

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e de la companya de la co Avistion Safety District Office San Fernando Valley Airport 7550 Eayvenhurst Avenue Ven Muys, California

May 21, 1956

Shoomakers Truck Station P. 0. Box 25 Montalvo, California

Attn: Mr.Don Shoemaker

Gentlemen:

716

Forwarded herewith is an Airworthiness Certificate, Experimental category, for your Howard aircraft, 89887E.

The following operations limitations apply:

- 1. Aircraft certificated for the purpose of flight testing following modifications.
 Only personnel essential to the flight to be carried.
- 3. Plight over densely populated areas, except for takeoff end landing, prohibited.
 4. Area of operations restricted to Santa Barbara, Ventura,
- and Los Angeles Counties.
- 5, Aircraft shall not be flown after July 31, 1956.

This letter to be carried in the aircraft during all oper stions.

Yours very truly,

B. T. Jacht Aviation Safety Agent he identical agent annual considera April College College ได้ชื่อเรา ให้เรื่อง เกียกของเล่า

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| | Form Approved. Budget Bureau No. 41-R041.5. |
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| CHA DEPARTMENT OF COMMERCE CHAR REPONDUTION ADMINISTRATION | INSTRUCTIONS |
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| APPLICATION FOR AIRWORTHINESS CERTIFIC | Finite Communities University Assistant Assistant Suferies |
| AND/OF ANNUAL INSPECTION OF AN AIRCR | Field Representative. |
| 1. TYPE OF APPLICATION (Cheek which) | |
| ORIGINAL ISSUA, OF CERTIFICATE | RECERTIFICATION UNDER THE PROVISIONS OF CAR B |
| | MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 |
| | |
| A CONTRACTOR OF THE CONTRACTOR | |
| 2. AIRWORTHIPESS () ASSIFICATION (Cack appropriate tem(s)) It is requested that the Certificate of Airworthiness be issue worthiness classifier ion(s): | |
| A X STANDARD (NOR AL UTILITY, ACROBATIC, TRANSPORT CATEGOR | IES) |
| 5. LIMITED (SEE CAR 9) | |
| c. AESTRICTED (SEE CAR 8) | |
| (Circle the restricted special purpose operation(s) to be conducted) | PATROLLING |
| GASSIAN AND PEST CONTROL | FOREST AND WILDLIFE CONSERVATION |
| AERIAL ADJERTISING | ☐ WEATHER CONTROL |
| ☐ AERIAL SURVEYING | OTHER |
| 4. EXPERIMENTAL | |
| (Check the type of exposuremal operation(s) to be conducted) | |
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| ☐ AMATEUR-BUILT | EXHIBITION |
| DEMONSTRATION | ☐ OTHER |
| | |
| 3. AIRCRAFT IDENTIFICATION (Complete all thems) | |
| Company of the Control of the Contro | AIDCDAFT SERIAL NO |
| a. AIRCHAFT MAKE, b. AIRCRAFT MODEL | c. AIRCRAFT SERIAL NO. |
| Howard DGA-15P | 748 |
| Howard DGA-15P | 743 |
| Heward DGA-15P | 748 |
| Howard DGA-15P A ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Received) | 748 LENGINE MODEL R-985-19 |
| Howard DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Ber | 748 L ENGINE MODEL R-985-19 |
| Howard DGA-15P d. engine Make Prott > Vibitney A. AIRCRAFT REGISTRATION INFORMATION (Complete all Bet REGISTERED OWNERS FULL NAME | 748 LENGINE MODEL R-985-19 |
| Movand DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Berne, REGISTERED OWNERS FULL NAME | 748 R-985-19 R-985-19 PERMANENT MAILING ADDRESS Brackett Field C. AIRCRAFT NATIONALITY AND REGISTRATION MARK |
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| Movand DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Berne, REGISTERED OWNERS FULL NAME | 748 R-985-19 R-985-19 PERMANENT MAILING ADDRESS Brackett Field C. AIRCRAFT NATIONALITY AND REGISTRATION MARK |
| Howard DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Rec. REGISTERED OWNERS FULL NAME Norldcraft Sales Corporation | R-985-19 R-985-19 R-985-19 ARCRAFT NATIONALITY AND REGISTRATION MARK Brackett Field La Verne, Calif. N-9887H |
| Howard DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Compiles all Berlin Registered owners full name Norldcraft Sales Corporation 5. AIRCRAFT OWNER'S CERTIFICATION (Check and compiles exp | TAG ENGINE MODEL R-985-19 D. PERMANENT MAILING ADDRESS Brackett Field La Verne, Calif. Description titem Comprisite titem) Comprisite titem) Comprisite titem) Comprisite titem) Comprisite titem) Comprisite titem) |
| Howard DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Berling and Complete all Berling and Complete all Berling and Complete and | TAG LENGINE MODEL R-935-19 DEPERMANENT MAILING ADDRESS Brackett Field La Verne, Calif. Deperture term) La quired by the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 fregistration: |
| Howard d. engine Make Prott > Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Bet Engistered Owners full name Corldonaft Sales Corporation J. hereby certify that I am the registered owner (or his registered with the Civil Aeronautics Administration as re or 502 and when operated displays the following evidence of the Corporation of th | TAG ENGINE MODEL R-935-19 DEPERMANENT MAILING ADDRESS Brackett Field La Verne, Calif. Description of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 registration: OF ISSUE |
| Howard DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Berling and Complete all Berling and Complete all Berling and Complete and | TAG ENGINE MODEL R-935-19 DEPERMANENT MAILING ADDRESS Brackett Field La Verne, Calif. Description of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 registration: OF ISSUE |
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| MOVARE A. AIRCRAFT REGISTRATION INFORMATION (Complete all Berling) A. AIRCRAFT REGISTRATION INFORMATION (Complete all Berling) A. AIRCRAFT OWNER'S CERTIFICATION (Check and complete application) 5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete application) Libertony certify that I am the registered owner (or his registered) with the Civil Aeronautics Administration as reor 502 and when operated displays the following evidence of the Certificate of REGISTRATION, FORM ACA-500 (PART A). DATE B. EL APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM | TAG ENGINE MODEL R-935-19 DEPERMANENT MAILING ADDRESS Brackett Field La Verne, Calif. Description of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 registration: OF ISSUE |
| Howard 4. ENGINE MAKE Prott Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete dB Berein Confidence of the Confid | Dependent term) agent) of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 of ISSUE M ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. |
| A ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Received Complete all Recei | Dependent term) agent) of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 of ISSUE M ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. |
| ## DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Ret is registered owners full name Corldoralt Sales Corporation 5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete application) I hereby certify that I am the registered owner (or his registered with the Civil Aeronautics Administration as refor 502 and when operated displays the following evidence of the Certificate of Registration, form ACA-500 (PART A). DATE 1. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART B). FORM ### WOOD ON 4-11-53 CHAPPILICATION FOR REGISTRATION FORM ACA-500 (PART B). Interder to be effective for restitution an air rate must be comed by a citizen of the United State, as default by Section 1(1) of the Civil Arronautics Act of 1985, as anothered. ATTACHMENTS (Cleak Michig) | A ENGINE MODEL R-935-19 D. PERMANENT MAILING ADDRESS Brackett Field La Verne, Calif. D. ARCRAFT NATIONALITY AND REGISTRATION MARK N-9887H D. Agent) of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 or ISSUE M. ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. |
| ## DGA-15P 4. ENGINE MAKE Prott & Whitney 4. AIRCRAFT REGISTRATION INFORMATION (Complete all Ret is registered owners full name Corldoralt Sales Corporation 5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete application) I hereby certify that I am the registered owner (or his registered with the Civil Aeronautics Administration as refor 502 and when operated displays the following evidence of the Certificate of Registration, form ACA-500 (PART A). DATE 1. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART B). FORM ### WOOD ON 4-11-53 CHAPPILICATION FOR REGISTRATION FORM ACA-500 (PART B). Interder to be effective for restitution an air rate must be comed by a citizen of the United State, as default by Section 1(1) of the Civil Arronautics Act of 1985, as anothered. ATTACHMENTS (Cleak Michig) | Dependent term) agent) of the aircraft identified in Item 3 above which is quired by the Regulations of the Administrator, Part 501 of ISSUE M ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. |

Form ACA-305 (11-51)

1.

| 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: |
| (C) at consider as plitable letter |
| LAIRCRAFT AND ENGINE CERTIFICATION BASIS LI AIRCRAFT SPECIFICATION NO. 717 THROUGH SHEET REVISION NO |
| |
| b. □ AIRCRAFT LISTING PAGE NO. all AIRWORTHINESS DIRECTIVE SUMMARY 1951 THROUGH CARD NO. 53-7 |
| (YEAR) |
| A. 🗌 CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE) |
| 2. AIRCRAFT AND ENGINE OPERATING RECORDS |
| |
| A. A RICCRAFT NEW-NO PREVIOUS OPERATION OR MAINTENANCE HISTORY |
| b. © COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED |
| C M AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1112:45 HOURS |
| # ☼ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION: |
| SERIAL NO. 1499 TOTAL HOURS 147:59 |
| 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 4-10-53 |
| BY AIRCRAFT MANUFACTURER |
| DY APPROVED REPAIR STATION CERTIFICATE NO. |
| M BY MECHANIC, CERTIFICATE NO. ACE 1225031 |
| B. DE PERIODIC ARCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER |
| |
| A AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED |
| *. (I OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED) |
| B. DE CUBRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT |
| C E CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT |
| A DE CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT |
| 6 X THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS |
| I, TO CERTIFICATE OF AIRWORTHINESS, FORM ACA-1962, ISSUED TO EXPIRE 4-11-54 |
| A PREVIOUS FORM ACA-1962 WAS ISSUED TO EXPIRE 4-6-53 (DATE) |
| |
| BY Albion G. Engmark 6340 (NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.) |
| 9. CAA APPROVED REPAIR STATION CERTIFICATION |
| The aircraft described on the reverse has been inspected under the authority accorded certificated repair station |
| No by CAR 52 and was found to be: |
| |
| AIRWORTHY |
| UNAIRWORTHY (REPAIR STATION AUTHORIZED SIGNATURE) (DATE) |
| 5, CAA REPRESENTATIVE CERTIFICATION |
| HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT AIRWORTHY UNAIRWORTHY |
| (Check appropriate tiem) |
| DESIGNATION NO. DATE |
| Thus 17 May 501 4-11-53 |
| AVIATION SAFETY, AGENT'S SIGNATURE CAN DESIGNATION NO. DATE ACCEPTED |
| AVIATION SALEN SOCIAL S SIGNAL |
| 0-579-(c 1-50-5) SPOT CHECKED |
| - Con Chu Chu |
| Matifacement |

Form ACA-305a (11-51)

| | | H | | | | |
|---------------------|---|--------------------------------------|--|---|-------------------------------------|--------------------------------|
| | | <i>U</i> | L AVIATION | | | reau No. 04-R050. |
| | REPAIR AND ALTERATI | | AIRFRAME, I | SERIAL NO. | | D REGISTRATION MARK |
| 1. AIRCRAFT | HOM ARD | D | GA -15P | 748 | F9887E | |
| z, owner | James S. Edge | | | ADDRESS (Street onld number, ckr 3401 Bast 1 Denver, Col | labury loredo | |
| 3. COMPLE CORDAN | TE ONLY FOR UNIT REPAIR CE WITH CIVIL AERONAUTION | ED AND/OR A | ALTERED. DE | SCRIBE WORK ACCOME | | |
| UNIT | MAKE | | MODEL, | SERIAL NO. | MAJOR REPAIR | WORK (Check) MAJOR ALTERATION |
| a. AIRFRAME | *************************************** | | | *********** | XX | XX |
| b. POWERPLAN | r | COMPLIES | WITH APPLICA | PORATED HEREIN ABLE AIRWORTHINESS APPROVED ONLY FOR | | |
| c. PROPELLER | | THE ABOVE TO CONFOR | E DESCRIBED RMITY INSPEC | AIRCRAFT, SUBJECT TICKS BY A PERSON | | |
| 2, APPLIANCE | TYPE AND MANUFACTURER | AUTHORIZE | | 11(6). WE-GADO-5. | 2 | |
| | T WEIGHT AND BALANCE D. | DATE 4/ | in must be cor | Declar for alter | ation agency. I | lowever, in the |
| T4K• | ER the repairs and/or alterations described below were made. | case of t stalled it if applic | n an aircraft. | ent, it will not be comple At this time, it will be co | inpleted by the in | stalling agency, |
| CATEGOR | Y EMPTY WEIGHT (P | ounds)* | EMPTY CER | ITER OF GRÄVITY (Inches from dat | um)* USEF | UL LOAD (Pounds)* |
| NORMAI | 3125 | | 1 | 13.5 | 117 | 75 |
| | MITY STATEMENT (Complete and ME AND ADDRESS) | d check) | b. KIND OF AGE | | c. CERTIFICA | T NO |
| Ted E. | Adrisson | | ☐ Foreign ☐ Certifice ☐ Manufa | ertificated Mechanic, Certificated Mechanic, ated Repair Station, cturer, (Check if repair or alten was made under delegation tion procedures.) | ation | 1430703 |
| attachme | that the repair and/or alteratints hereto have been made in anation furnished herein is true | secordance with | h the requireme | nts of Part 18 of the U. | and described or Civil Air Regul | the reverse or ations and that |
| | 5-63 pair and/or alteration completed) | | <i>_</i> | A & Adlaist | | |
| Pursuant | AL FOR RETURN TO SERVIC to the authority specified below the Federal Aviation Agency at | w the unit ider | Nete appropriate item ntified in item | s) 3 was inspected in the ma | nner prescribed | by the Adminis- |
| | PEROVED BY FAA Designed FAA Flight Standards Inspector | it 🗌 Repa | air Station | Canadian Department Other (Specify) | WE-G | *ADO-3 |
| | od s/proval or mection) OMPLETED ONLY BY FAA PI | | | nature of authorized individual: | THE OF IOURINGATION II | incer) |
| a. ☐ Forwar | ed(Date) | L See at | ttached memore | Spot C | hecked 1 | (#) 3) |
| - 6 | VE'-GADD-3 FAA designation number) | | | Sharter Flight Stan | dards Inspector) | |

Form FAA-337 (4-57)



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 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.

Recovered fuselage, elevator, rudder, horisontal & vertical stabiliser, surfaces covered with Rasor Back fibreglass, applied 7 coats clear CAB dope, 7 coats eilver, 4 coats yellow pigment. Work done in accordance with instruction #39-5 dated 5-1-61, 4 STC SHL-951.

Removed ADF radio equipment previously installed, Wt. 100 lbs. @ / 94, "see form 337 dated May 23, 1959".

ONLAHOHA CITY, OKLA.

Fif additional space is needed attach additional sheets bearing aircraft nationality and eightration mark and date work completed. Check block if additional sheets are attached.

U.S. GOVERNMENT PRINTING OFFICE: 1961-0-39736

Form FAA-337 (4-52)

| | | المريات المساقلة | FFDFRA | L AVIATION A | GENCY | | Form appro Budget Bur | ved. cau No. 04-R060. |
|-----------------------|---------------|---|--|---|---|-------------------------|--------------------------|-----------------------------------|
| MAJOR | REPA | IR AND ALTERATI | | 1 No. 1 No. 1 | OWERPLANT, PRO | PELLER | OR APP | LIANCE) |
| | MARC | | · | ODEL | SERIAL NO. | | | D REGISTRATION MARK |
| 1. AIRCRAFT | HOWAL | 210 | | DGA-15P | 748 | N | 9887H | |
| | | et, middle, last) | | | ADDRESS (Street and number, | | State) | |
| 2. OWNER | | James S. Edge | <u>- • • • • • • • • • • • • • • • • • • •</u> | 4. 6.4 | Jul East Ast Denver, Color | | | |
| 3. COMPLET CORDANG | E ONLY | FOR UNIT REPAIR | ED AND/OR | ALTERED. DES | CRIBE WORK ACCO | MPLISHE | ON RE | VERSE IN AC- |
| UNIT | | MAKE | | MODEL | SERIAL NO. | | | WORK (Chrck) |
| | | | 1.00 | | | MAJ | OR REPAIR | POITARATIA RELAM |
| a. AIRFRAME | | | An described | lin item I above) 🖊 | *********** | | | XX |
| 6. POWERPLANT | | | | | | | | |
| c. PROPELLER | | | | <u> </u> | | | . • 1 | |
| | Т | YPE AND MAREFACTURER | | | | | | |
| d. APPLIANCE | | | | | | · | | |
| *AFTI | CR the rep | HT AND BALANCE Di airs and/or alterations below were made. | case of stalled | a spare compone | pleted by repair or alt nt, it will not be com at this time, it will be | pietea unt | by the ins | stalling agency, |
| CATEGORY | | EMPTY WEIGHT (1' | ounde)* | EMPTY CENT | ER OF GRAVITY (Inches from a | iatum)* | USEF | L LOAD (Pounds)* |
| KORMAL SPECIAL | | 3125 3011 | | / 13.5 / 12.1 | | • | 117 | - |
| 5. CONFORM | MITY ST | ATEMENT (Complete an | (check) | | | | | |
| a. AGENCY'S NAT | AE AND ADE | HCS. | | 5. KIND OF AGEN | Y | | . CERTIFICAT | E NO. |
| F 0بلاج | renkli Col | la | | ☐ Foreign ☐ Certifica ☐ Manufac | rtificated Mechanic. Certificated Mechanic. ted Repair Station, turer. Check if repair or alt as made under delegat on procedures.) | eration | ₩ ₽ 143 | 10703 |
| attachmer | ats heret | repair and/or alterati o have been made in a rnished herein is true | ecordance wit | the best of my | , // | . b. Civii | cribed on Air Regula | the reverse or ations and that |
| 4-5 | <u> </u> | Salteration completed) | | | d E. Adbid | | | |
| | | | | | | rized individ | um) | |
| Pursuant | to the su | RETURN TO SERVIC athority specified below ral Aviation Agency ar | w the unit ide | plete appropriate items entified in item 3 | was inspected in the 1 | nanner pr | escribed b | y the Adminis- |
| ØAP □ RE | PROVED | BY FAA Design FAA Fligh Standards Inspector | | | Canadian Departmen Other (Specify) | nt of Trans | port Inspe | ector of Aircraft |
| (Date | of approve | 63 | 1 (1) 1 (1) 1 (1) | (8ign | head forked | l; title or ider | WE | -(9433-3 mber) |
| | ded for c | ED ONLY BY FAA PEngineering comment (Date) | ** | attached memora | · / | Checked. | | (Dáte) Tijija |
| W | Z - A A | Do-3 | | _6 | Charlie Flight St | lenson isndards Insp | ector) | |

Form FAA-337 (4-22)

INSTRUCTIONS

empleted in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or resolvence. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made or the form of the form will be made or the form of the form 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.

E. DESCRIPTION OF WORK ACCOMPLISHED.

Removed the following for the purpose of parachuting: Right control wheel, Wt. 2.0 lbx. 6 0
Entrance door, Wt. 18.0 lbs. 6 / 35
Right front seat, Wt. 24.0 lbs. 6 / 14 2 Seats, Wt. 70.0 lbs. 6 / 56
To remove the equipment listed above:

Right control wheel, remove 2 $\frac{1}{4}$ bolts aft of universal joint, pull out. Entrance door, remove 3 hinge pins, "new hinge pins must be installed every 5th removal & installation of door", when installing door, bend end of pins after inserted in hinges.

Right front seat, remove 3 1" bolts "one in each seat leg".
2 rear seats, remove 4 3/16" bolts "2 front & 2 rear in each seat."

To re-install, reverse the removal procedure.

Used 5/32" 7X19 cable for stated line attachment, cable installed around main structural tube and secured with 5/32 nico press sleeves, cable taped to prevent any chaffing, tube located under floor at center forward side of entrance door. Static line at max. length will be short of horizontal stabiliser by at least

Installed safety belt, right forward side, belt attached to main structure tube with 1/8" 7X19 cable and nico press sleeves. Belt attaheed to same tube as static line. Cable taped to prevent chaffing.

Rear safety belts - outboard belts attached to existing belts attachments; inboard belts attached to structural tubing cluster in center just aft of bargage compartment. Installed $1/8^n$ 7X19 cable around tubing in the form of an 8 to prevent belts from slipping upward.

For the middle jumpers, used the existing "3000 lbs test" belt.

See reverse side of this form " under item # 4" for weights & C.G.

WALAHOMA CITY, OKLE

"If additional space is needed attach additional sheets bearing aircraft nation

Check block if additional cheets are attached.

| | | | CIVIL AERO | RTMENT OF C | NISTRATION . | PRODELLE | ** | esu No. 41-R052.4. |
|------------------------------------|--|---|-----------------------------------|---|--|--|--------------------------------|---|
| | REPAIR AND A | LIERAIIO | мо | DEL. | SERIAL NO. | | NATIONALITY AND | REGISTRATION MARK |
| | Howard | | D | GA-15P | ADDRESS (Street and | | 119887 | <u>ri</u> |
| . OWNER | NAME (First, middle, last) Don II. Shocm | The second second | | | 2381 S. Ventura V. | mes | | et Alfreda 18 departuales 18 <u>departuales</u> |
| . COMPLETI | E ONLY FOR UNI | T REPAIRE | D AND/OR / | ALTERED. DE | SCRIBE WORK | ACCOMPLISH | IED ON REV | /ERSE IN AC- |
| CORDANC | I was see | 10,1710 1 102 | | | 1.0 | | | WORK (Check) |
| UNIT | MAKE | | | MODEL | SERI | IL NO. | MAJOR REPAIR | MAJOR ALTERATION |
| . AIRFRAME | *************************************** | ••••• | (As described | in item I above) | | | | . : Σ |
| , POWERPLANT | | | | | 0 B C | teration identif | ess requireme | nts and ic |
| PROPELLER | | | | | 500 | only for the to conformity | Managina h | bed aircraft, y a person |
| . APPLIANCE | TYPE AND MANU | FACTURER | | river de la companya | 16h | | 2 - / - 5 Date | 9 |
| *AFTE | T WEIGHT AND BA R the repairs und/or al leacribed below were m | terations ade. | case of stalled i if applie | a spare compo- n an aircraft. cable. | mpleted by repairent, it will not At this time, it | will be comple | ted by the ins | lowever, in the imponent is installing agency, |
| CATEGORY | EMP | Y WEIGHT (Pou | nds)* | EMPTY CE | NTER OF GRAVITY (In | caes from dalum)* | USEFU | TOVD (Lonner). |
| Stå | 3218 | | | 16 | ,6 | | jø | 82 |
| S. CONFORM | MITY STATEMENT | (Complete and | check) | b. KIND OF AG | TWC Y | | e. CERTIFICAT | E NO. |
| Don 1 | Shoemaker 5. James TURA, CALI | 57, F. | | ☐ Foreign ☐ Certific | certificated Mechanical Certificated Mechanical Repair States acturer. (Check if repair was made under tion procedures. | echanic. tion. r or alteration delegation op- | | 8927 |
| attachmen the inform | that the repair and this hereto have been thation furnished her 23 1959 | n made in ac | cordance wit | h the requirem | ents of Part 18 C | 3 above and of the U.S. Ci | described on vil Air Regula | the reverse o stions and tha |
| (Date rep | oair and/or alteration com | pleted) | | | (Signatur | re of authorized inc | lividual) | |
| 6. APPROVA Pursuant trator and AF | TEROVED BY | O SERVICE ceified below] CAA Desi] CAA Avia Safety Ag | the unit ide | ntified in item | 3 was inspected Canadian De Other (Speci | partment of T | | |
| (Dete | of approval or rejection) | , | | (S | gnature of authorized | individual; title or | identification no | amber) |
| | OMPLETED ONLY | BY CAA PE | RSONNEL | | | | | |
| | ded for engineering | comment | and the second | attached memo | andum Oate) | Spot Check | ed 6-/ | -59 (Date) |
| | 4-13 | | | | Hawld | Harage Aviation Safety | lefo | |
| (C. | AA designation number) | | | <u> , 2 </u> | Ощи | | | orm ACA-337 (4 |

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 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.

Installation of Bendix ATM-7 ADF

Fower Supply

ith all necessary equip. on for night or instrument flight power drain

is 80% or less than output of gen. (50 Amp)

All control wire No. 14

above untallation add 100 lb at 94 in Status

3118 + 14.1 43968.8 100 + 94 9400 3218 - 53363.8 0.00 100 -3218 53363.8 = 16.58 new MTC.G.

Check block if additional sheets are attached.

^{*}H additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed

Σ

| BAR IOD | BEDAID AND ALTERATIO | CIVIL AE | PARTMENT OF | MINIST | RATION | DDODEL | | reau No. 41-R052.4. |
|-----------------------------|--|----------------------------|---|---|---|----------------------|----------------------|--|
| | REPAIR AND ALTERATION | JN FURM | MODEL DO A 15 P | , PUY | SERIAL NO. | PRUPEL | NATIONALITY AS | LIANCE) |
| 2. OWNER | Don H. Shosmaker | | | 2 | 748 RESS (Street and nu 281 S. Ja Vantura, C | nes | ne and State | |
| 3. COMPLETE | ONLY FOR UNIT REPAIRE | ED AND/OF | R ALTERED. I | | | | SHED ON RE | VERSE IN AC- |
| | | | | | | | | WORK (Check) |
| DIAT | MAKE | | MODEL | | SERIAL I | * O. | MAJOR REPAIR | MAJOR ALTERATION |
| a. AIRFRAME | *************************************** | • (As describ | ed in item I abore |) **** | •••••• | *** | | x |
| b. POWERPLANT | | | | 31 | | | | |
| c. PROPELLER | | | | V. | N. jastich | et e. | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | | | | | | |
| 4. AIRCRAFT *AFTER de | WEIGHT AND BALANCE DA I the repairs and/or alterations scribed below were made. | case o | item must be of a spare comp I in an aircraft. dicable. | onent | it will not be | completer | I until such co | However, in the imponent is installing agency, |
| CATEGORY | EMPTY WEIGHT | | | CENTER C | F GRAVITY (Inches | from datum) | USEF | UL LOAD (Pounds)* |
| STD. | 3118 | 16 Jo | lett | 7 | | | 1 | 18-2 |
| 5. CONFORM | ITY STATEMENT (Companie and | check) | b. KIND OF A | | -> 1 | | e. CERTIFICAT | / |
| 2381 5 | Shoemaker James , Calif. | | ☐ Foreig ☐ Certif ☐ Manu | gn Cert ficated ifacture (Che was i | cated Mechani dificated Mechani Repair Stationer. ck if repair of made under de procedures.) | anic. r alteratio | | 7 |
| attachment the informa | at the repair and/or alterations hereto have been made in action furnished herein is true a complete of and/or alteration completed). FOR RETURN TO SERVICE | cordance w nd correct (| to the best of m | ments of | f Part 18 of t | he U.S.C Peme | Sivil Air Regul | the reverse or ations and that |
| Pursuant to trator and i | the authority specified belows | the unit id | lentified in iten | 1 3 was | | | | |
| | ROVED BY CAA Desi | tion 🔲 1 | Manufacturer Repair Station | | anadian Depar ther (<i>Specify</i>) | ement of 1 | ranskom insb | ector of Aircraft |
| (Date of | approval or rejection) | | | Signatur~ | of sutherized indi | vidual: title. | or identification nu | imber) |
| | MPLETED ONLY BY CAA PE | RSONNEL | | | | | | |
| a ☐ Forwarde | d for engineering comment | | attached memo | Date) | | Spot Chec | ked | (Date) |
| (OAA) | designation number) | | - | The | (Signature A | viation Eafet | Agent) | . b |
| 15-54010-4 | | | | . 10 .107. | (Cigianato I | | 7 | rm ACA-337 (4-1 |

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

8. DESCRIPTION OF WORK ACCOMPLISHED.

Piberelas engine contring and metal side cowls. installed in accordance with S.T.C. #Sa4-814, May 4, 1959.

above unabblela did not add weight over parts removed D

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

Oheck block if additional sheets are attached.

| | KE | | | DDEL. | SERIAL NO. | | ND REGISTRATION MARK |
|--|---------------|--|--------------------------------------|---|---|------------------------------------|---|
| AIRCRAFT | | | | FA-15 P | | وجو يبداد | 7.: |
| OWNER | ME (Fitet, mi | ddle, last) | | - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 | RESS (Street and number, city, 1977) | | konstruja Stalika jeropalska Stalika stapagos |
| | | | | | IBE WORK ACCOMPL | | VERSE IN AC- |
| CORDANCE | WITH CIT | TIE AERONAUTIC | J MAROAL II | - | | | WORK (Check) |
| UNIT | | MAKE | | MODEL | SERIAL NO. | MAJOR REPAIR | MAJOR ALTERATION |
| AIRFRAME | **** | ••••• | A (As described) | in item I above) #### | | | x |
| POWERPLANT | | | • | | | | |
| PROPELLER | | | | · · · · · · · · · · · · · · · · · · · | | | |
| | TYPE A | ND MANUFACTURER | | | | | |
| APPLIANCE | | | | | | | |
| •AFTER | the repairs o | ND BALANCE DA and/or alterations verse made. | **** | a spare component, n an aircraft. At t able. | ted by repair or altera it will not be complet his time, it will be com | ed until such copleted by the in | staing agency, |
| CATEGORY | | EMPTY WEIGHT (P | ounds)* | EMPTY CENTER | OF GRAVITY (Inches from dalur | n)* USE | FUL LOAD (Pounds)* |
| | | | | | | . ' | |
| eraya e. De | | 5118 | - | 13.6 | | | <u> 4509 </u> |
| | | MENT (Complete and | i check) | b. KIND OF AGENCY | | c. CERTIFICA | TE NO. |
| AGENCY'S NAME A | AND ADDRESS | | | + | icated Mechanic. | | |
| Don II. | Shoct | anicor | | | tificated Mechanic. | ₩€1258 | 927 |
| 2761 3 | | | | ☐ Certificated | Repair Station. | 4.5 | |
| , Ventar , | UD. | | | ☐ Manufactur | | Hon | |
| | | | | Was | eck if repair or altera- made under delegation procedures.) | op- | |
| attachments | hereto ha | ve been made in s | ccordance with | ne unit(s) identified h the requirements the best of my kno | under item 3 above a of Part 18 of the U.S. wledge. | and described or Civil Air Regu | n the reverse or lations and that |
| Att OF | | tion completed) | | 1 en | M Signature of authorized | l individual) | |
| . APPROVAL Pursuant to trator and is | the author | URN TO SERVIC | E (Check and comp w the unit iden | olete appropriate items) ntified in item 3 ws | s inspected in the mar | nner prescribed | by the Adminis- |
| W | ROVED } | BY { ☐ CAA Dec ☐ CAA Av Safety A | | anufacturer 🔲 🤇 | Canadian Department of Other (Specify) A V | f Transport Insp トのRi ZA | pector of Aircraft |
| REJI | | | | R | y P. Wells | J.A. 118. | 543) |
| Cive | 25) | | | (Signatu | re of authorized individual; tit | le or identification n | iumber) |
| Cive (Dafor | approval or r | | RSONNEL | (Signatu | re of authorized individual; tit | le or identification n | iumber) |

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

its preparation. e. Description of work Accomplished. Montha 80800388.44404 92/62028 *H additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

| • | | | | () | Form appr | oved. |
|---------------------------------------|---|------------------------|------------------------------------|--|------------------|---------------------------------|
| | | CIVIL AEROI | RTMENT OF COM NAUTICS ADMINIS | TRATION | | ireau No. 41-R0 |
| MAJOR | REPAIR AND ALTERAT | TION FORM (| VIRFRAME, PO | WERPLANT, PROPE | LLER OR API | PLIANCE) |
| 1. AIRCRAFT | AKE | мог | DEL. | SERIAL NO. | NATIONALITY AI | ND REGISTRATION |
| | 1 O.A. F.D AME (First, middle, last) | | D:A-15-P | PRESS (Street and number, city, | zone and State) | • |
| 2. OWNER | Don M. Shoemaker | | | 2381 South Jame | s Ventura, C | |
| 3. COMPLETE CORDANCE | ONLY FOR UNIT REPAI WITH CIVIL AERONAUT | | LTERED. DESC | RIBE WORK ACCOMP | | VERSE IN A |
| UNIT | MAKE | • | MODEL | SERIAL NO. | MAJOR REPAIR | MAJOR ALTERA |
| a. AIRFRAME | | *** (As described i | n item I abore) 🚧 | ************ | ٨ | X |
| b. POWERPLANT | Pratt bitney | R_1346_ | 4m-1 | ZP 104798 | | £ |
| c. PROPELLER | Ton Stenda | rd 127-40= | 61014-12 | • | | 1 |
| d appliance | TYPE AND MANUFACTURER | | | | | |
| *AFTER | WEIGHT AND BALANCE the repairs and/or alterations cribed below were made. | ease of a | spare component an aircraft. At | eted by repair or alters, it will not be comple this time, it will be cor | ted until such c | omponent is |
| CATEGORY | EMPTY WEIGHT | (Pounds)* | EMPTY CENTER | OF GRAVITY (luches from dalu | m)* USE | FUL LOAD (Pound |
| 5 ^T d. | 3118 | | 1. | 516" | 4/. | 500 |
| · · · · · · · · · · · · · · · · · · · | TY STATEMENT (Complete | and check) | b. KIND OF AGENCY | <u>n Symbolish</u> Talah | e. CERTIFICA | TE NO |
| a. AGENCY'S NAME | | | | ficated Mechanic. | | |
| 2381 5 | Shoemaker outh Jomes Golif. | | Foreign Ce | ertificated Mechanic. d Repair Station. | #12589 | 27 |
| | | | Wa. | heck if repair or alters s made under delegation n procedures.) | | |
| attachment the informa Jine 1 | <u> </u> | accordance with | the requirements | of Part 18 of the U.S | Civil Air Regu | n the reverse lations and th |
| | r and/or alteration completed) . FOR RETURN TO SERVI | ICE (Check and annual) | lete annuantiate (terms) | (colling or serious) | marrada/ | • |
| | the authority specified bel | | tified in item 3 w | æ | | 10 Z |
| □ REJ | ROVED BY CAA DECTED BY Safety | viation Re | | Canadian Department of Other (Specify) | | ector of Aircr |
| 6/ | 18/58 (approval or rejection) | - | (Sirnat | yauth | - ASD | 0 13 |
| | MPLETED ONLY BY CAA | PERSONNEL | | (- | <u> </u> | |
| | d for engineering comment | | tached memorand | um | ** | |
| b. Accepted | (Date) | Reinspected | (Date) | ☐ Spot C | hecked | (Date) |
| (CA. | designation number) | | | (Signature Aviation S | falety Agent) | 7.28 |
| | | | | (=-8100 | | |

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8. DESCRIPTION OF WORK ACCOMPLISHED.

Propeller installed in accordance with S.T.C. # SA4-528, June 17, 1958.

*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.

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U. S. GOVERNMENT PRINTING OFFICE 15-54010-

ing (1) the set were to the set of the set o

| Form LA-40 Approved 9/29/53 | | | Pin Da | C.A.A. | [] Identificat | tion No. 1/0 | 50 VI | |
|--|--------------|------------------------------|--------------|----------|-------------------|-------------------|----------|--|
| | | | | | (mircraft N | iake and Model | 5 /4 | |
| Mfgr's Serial No. 7// | | | | | | | | |
| Right Scale Readin | 1496 | Пата | 76 | | | | lbs.; | |
| | | | | | | | | |
| Left Scale Reading / Tare / Net Weight / 675 lbs. Nose or Tail Scale Reading / 70 Tare Net Weight / Net Weight / 10 lbs. (1) | | | | | | | | |
| Nose or Tail Scale | Reading | 770 | Tare | | | | | |
| | | | | | | ight <u>心态之</u> 。 | | |
| Datum (See Pertine | nt Specifica | tion) | Padin | 1-1 | 6 5 F 31 | Hing | 11 | |
| Datum (See Pertinent Specification) | | | | | | | | |
| Empty C.G. in Relation to Main Wheels = (1) $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ Ins. (4) | | | | | | | | |
| Distance Forward (-) or Aft (+) of From Datum to Main Wheel Centers (5) | | | | | | | | |
| Empty C.G. in Relation to Datum (4) 10.2 + or - (5) 2.0 = 12.1 Ins. | | | | | | | | |
| shave Weight (2) Includes: Fuel / bx lbs. Oil lbs. | | | | | | | | |
| Net Empty Weight (Fuel and Oil Removed) =lbs. Computed Empty C.G | | | | | | | | |
| Empty Weight C.G. Range (See Pertinent Specification) + 10.5 to + 2/16 | | | | | | | | |
| If Empty Weight C.G. is Within Above Range, no Fore or Aft Check is Necessary. | | | | | | | | |
| Loaded C.G. Limits (See Pertinent Specification)to | | | | | | | | |
| Check of Most Critical Conditions (See Pertinent Specification for Data): | | | | | | | | |
| Olica of host of | | t Forward | | | | st Resrward C | .C. | |
| | Weight | Arm | Mome | nt | Weight | Arm | Moment | |
| Airolane Empty | 3118 | +16.4 | +4/1/0 | 5 | 3/18 | +/6.4 | 4/1/25 | |
| Pilos | 170 | +14 | +2380 | 2 | 170 | +14 | 2350 | |
| Fuel | 180 | - 10 | -/90 | 0 | -444 | + 29. | 12876 | |
| Oil | 52 | -30: :: <u>:</u> | -157 | 5 | - 52 | - 30, | 7020 | |
| Passengers | /7n | 1-14 | +238 | ما | J 1/0 | +156 · | 1575 | |
| | | Taribala ba Abgan 1, safi | T.E. | | | | | |
| Passenvers | | | 과사 최 세 4일 | | 7.5 | 4.82/ | 2940 | |
| Baggage | 3690 | - 11 5 | +-1/25 | 20 | 1/0/1 | 191 | 73814 | |
| Totals Center of Gravity | | - 11.2 . [[| E | guipment | See Rever | se Side for E | cvipment | |
| Center of Gravity Gravity Installed When Above Empty Weight and C.G. Most Critical Forward: - //, 5 Were Computed. | | | | | | | | |

EQUIPMENT LIST

All Required Items or Equivalent Items and all Removable Items Installed on the Aircraft at the Time of Weighing Must be Listed Below.

(Draw a Line Across Column Under Last Entry)

| Numbered Equipment List by Item Number, Only Equipment Which Corresponds Exactly to the Description for Such Item in the Pertinent Specification. Aircraft Spec. No. Chapter XVIII | | Special Equipment List all Miscellaneous Items and Items Which do not Correspond Exactly to the Descriptive Information in the Specification. When Available, Show Weight and Arm. Fixed Ballast Must be Shown With Weight and Arm. | | | | |
|---|--|--|-----------------------------------|---------|--|--|
| A Page T.C | | Description | Weight | Arm | | |
| (List Item Numbers Across Column) /0/ /0/ /0/ /0/ /0/ /0/ /0/ / | | Preceden | | | | |
| Computations By | | Ву | nce Computations at Have Been Ver | and the | | |
| (CAA or DAMI) Date | | | | | | |

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|--|--|-----------------------------------|--------------------------------------|
| | U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION | Form appro Budget Bur | ved. vau No. 41-R052.4. |
| MAJOR I | REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPEL | LER OR APP | LIANCE) |
| 1. AIRCRAFT | ME MODEL SERIAL NO. 748 | NATIONALITY AN | D REGISTRATION MARK |
| 2. OWNER | AME (First, middle, fast) ADDRESS (Street and number, city, co. 2311 Jan 68 Suture (alife | | Fernjarovi di |
| 3. COMPLETE CORDANCE | ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLI WITH CIVIL AERONAUTICS MANUAL 18. | SHED ON RE | VERSE IN AC- |
| UNIT | MODEL SERIAL NO. | MAJOR REPAIR | MAJOR ALTERATION |
| △ AIRFRAME | ************************************** | est at all | |
| b. POWERPLANT | | | |
| c. PROPELLER | | | 1 |
| d. APPLIANCE | TYPE AND MANUFACTURER | | |
| 4. AIRCRAFT *AFTER dec | WEIGHT AND BALANCE DATA This item must be completed by repair or alterative case of a spare component, it will not be completed scribed below users made. This item must be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component, it will not be completed by repair or alterative case of a spare component case of a spare c | | |
| CATEGORY | if applicable. EMPTY WEIGHT (Pounds)* EMPTY CENTER OF GRAVITY (Inches from dalum. |)• USE | FUL LOAD (Pounds)* |
| Hondad : | 2968 # +15.8 | 1 | 331. |
| 5. CONFORM a. AGENCY'S NAME | AND ADDRESS 6. KIND OF AGENCY | c. CERTIFICA | TE NO. |
| Bon Oh 1931 S Vehitara (| U. S. Certificated Mechanic. Foreign Certificated Mechanic. Certificated Repair Station. Manufacturer. (Check if repair or alteratives may made under delegation of tion procedures.) | 25 1027 | |
| | ant the repair and/or alteration made to the unit(s) identified under item 3 above at the hereto have been made in accordance with the requirements of Part 18 of the U.S. ation furnished herein is true and correct to the best of my knowledge. | nd described of Civil Air Regu | n the reverse or lations and that |
| Opate repa | 1 H 957 (Signature of authorized) | individual) | <u> </u> |
| 6. APPROVAL Pursuant to trator and | | • | • |
| ☐ API | PROVED BY { CAA Designee Manufacturer Canadian Department of CAA Aviation Repair Station Other (Specify) ENGLY Agent CACTING FOR MANUFACTIONS | 2 12 12 13 | 2 bec V risi |
| O | V. 18, 1957 of approval or rejection) (Signature of authorized individual; title | le or identification | LA-235.19 |
| i . | MPLETED ONLY BY CAA PERSONNEL | • | |
| - □ Forward b. □ Accepte | led for engineering comment Sec attached memorandum d Reinspected Date) | ecked | (Date) |
| | (Signature Aviation So | fety Agent) | |
| (CA | A designation number) (eightful Aviation be | | Form ACA-337 (4-5) |

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8. DESCRIPTION OF WORK ACCOMPLISHED.

Cowling medified as per STC SA4 318

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

Check block if additional sheets are attached.

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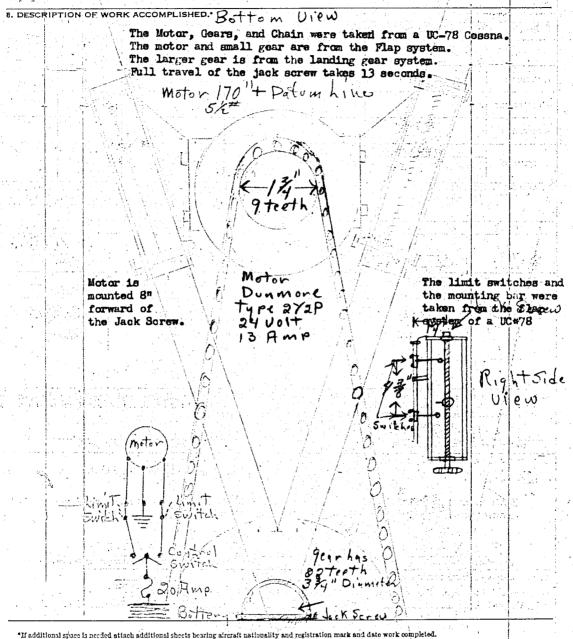
| 1. AIRCRAFT | Howard | Mod | 2.17 15 P | SERIAL NO. 148 RESS (Street and number, city, | 1988 | D REGISTRATION |
|--------------------------------------|---|---------------------------------------|--|--|--------------------------|---|
| 2. OWNER | Ve (First, middle, last) Don M. Sha | ema Ker | | 2381 Jooth | James U | ntura, Co |
| 3. COMPLETE CORDANCE | ONLY FOR UNIT REPAIR WITH CIVIL AERONAUTIC | ED AND/OR AL | LTERED. DESCR | IBE WORK ACCOMPL | ISHED ON RE | VERSE IN A |
| UNIT | MAKE | 10 | AODEL. | SERIAL NO. | NATURE OF | WORK (Check) |
| DATI | 73312 | <u> </u> | | | MAJOR REPAIR | MAJJR ALTERA |
| a. AIRFRAME | *************************************** | (As described in | item 1 above) | | <u> </u> | 1:2 |
| b. POWERPLANT | | | | | | , |
| c. PROPELLER | | | | | | |
| | TYPE AND MANUFACTURER | | | | | |
| d. APPLIANCE | | | | | | |
| *AFTER | WEIGHT AND BALANCE Do the repairs und/or alterations cribed below were made. | | spare component, an aircraft. At | ted by repair or altera it will not be complet this time, it will be con | | fowever, in emponent is stalling agen |
| CATEGORY | EMPTY WEIGHT (P | | | OF GRAVITY (Inches from data | m)* USEI | UL LOAD (Pound |
| std. | 300 29 | 167.5 | 15 | .8 | To the | 332.5 |
| | TY STATEMENT (Complete an | J check) | 1 | <u> </u> | e. CERTIFICA | TE NO |
| a. AGENCY'S NAME | <i>t</i> | <u> </u> | b. KIND OF AGENCY | ficated Mechanic. | | |
| | hoemaker | | | rtificated Mechanic. | 120 | 8927 |
| 2381 | Jouth Sames | | ☐ Certificated ☐ Manufactur | I Repair Station. | H | E. |
| Cento | ra Cili | | (Ch | eck if repair or altera made under delegation procedures.) | tion op- | |
| attachments the informa | at the repair and/or alterates hereto have been made in tion furnished herein is true | accordance with | the reduirements | OI LELE 19 OF THE O'D | . CIVII MIL TAGA | the reverse lations and t |
| 6. APPROVAL Pursuant to trator and i | FOR RETURN TO SERVICE the authority specified belows | E (Check and compose with a unit iden | lde appropriate llems) tified in item 3 w | as inspected in the ma | nner prescribed | by the Admi |
| - | ROVED BY CAA DO CAA A Safety A | viation 🔲 Re | | Canadian Department of Other (Specify) | of Transport Ins | ector of Airc |
| (Date o | - 2.3 / 57 (approval or rejection) | Reg. 4 L. ASDO 13 | | are of authorized individual. | itle or identification 1 | Jumber) |
| | MPLETED ONLY EY CAA P | | | | | |
| I | d for engineering comment | | tached memorand | um | hecked | |
| b. Accepted | | ☐ Reinspected | (Date) | | | (Date) |

Check block if additional sheets are attached.

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TOURS COVERNMENT PRINTING OFFICE 16-54010-4

| | | CIVIL AERON | TMENT OF COM | RATION | | reau No. 41-R052.4. |
|--|---|-----------------------------|--|---|-----------------------|--|
| · | REPAIR AND ALTERATION | | | SERIAL NO | LER UK APP | D REGISTRATION MARK |
| 1. AIRCRAFT | Howard | MOD | OF IST | 748 | N98 | 874. |
| 2. OWNER | ME (Firet, middle, last) | Shopu | | 1855 (Street and number, city, 20 | ne una side | Ventur. Coli |
| 3. COMPLETE CORDANCE | ONLY FOR UNIT REPAIR WITH CIVIL AERONAUTIC | ED AND/OR AI S MANUAL 18 | TERED. DESCR | IBE WORK ACCOMPLI | SHED ON RE | VERSE IN AC- |
| UNIT | MAKE | and the second | #DDEL | SERIAL, NO. | MAJOR REPAIR | WORK (Check) |
| a. AIRFRAME | *************************************** | • (As described in | item I above) | *************************************** | | 1 |
| b. POWERPLANT | | | ::: | | | |
| c. PROPELLER | | | | | | |
| d. APPLIANCE | TYPE AND MANUFACTURER | | | ** | | |
| AFTER | WEIGHT AND BALANCE Do the repairs und/or alterations cribed below scere made. | | spare component, an aircraft. At t | ted by repair or alterati it will not be complete his time, it will be comp | | lowever, in the omponent is installing agency, |
| CATEGORY | EMPTY WEIGHT (P | | | OF GRAVITY (Inches from datum) |)* USEF | FUL LOAD (Pounds)* |
| 511 | 2967,5 | - | /0 | 5,8 | 100 | 32.5 |
| 5. CONFORMI | TY STATEMENT (Complete and | l check) | b. KIND OF AGENCY | | c. CERTIFICA | TE NO. |
| 208 Vent | Shormaker 1 South Vali Juna Culii | | Foreign Cer Certificated Manufactur (Ch was tion | eck if repair or alterati made under delegation of procedures.) | op- | E |
| attachments the informa (Date repair 6. APPROVAL Pursuant to | at the repair and/or alteration furnished herein is true 20 - 115 7 r and/or alteration completed) FOR RETURN TO SERVICE the authority specified belo | E (Clash and correct | the best of my kno | (Signature of authorized | emilal individual) | <u>~</u> |
| (Date of | ROVED BY CAA DO CAA AV Safety A Safety A Capproval or rejection) | Reg. 4 I ASDO 1 | pair Station [] (A (Signature) | Canadian Department of Other (Specify) | Buch | 6 |
| a ☐ Forwards | ed for engineering comment (Date) | ☐ Sec at ☐ Reinspected | tached memorand | Spot Che | ecked | (Date) |
| (CAA | designation number) | | : - : : | (Signature Aviation Sa | | |
| C/ 16-54010-4 | | | | | F | Form ACA-337 (4-52 |

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MUNTAFILIA

B. DESCRIPTION OF WORK ACCOMPLISHED.

36 + Datily Like Front Rail Mount Bracket(4) Tubes / Dia > Weld 1"Dis 7 Rean Rail Mount brockets

and 3/1 CD to be Sliped oven

5/8 aD. to be, 5/8 aD. to be greeniging!

Rean scat mounts "If additional space is needed attach additional sheets ocaring aircraft nationality and registration mark Check block if additional sheets are attached. Revised Weight + Poola 4 to

vised Weight and Balance eet Howard DGA 15 P # 748

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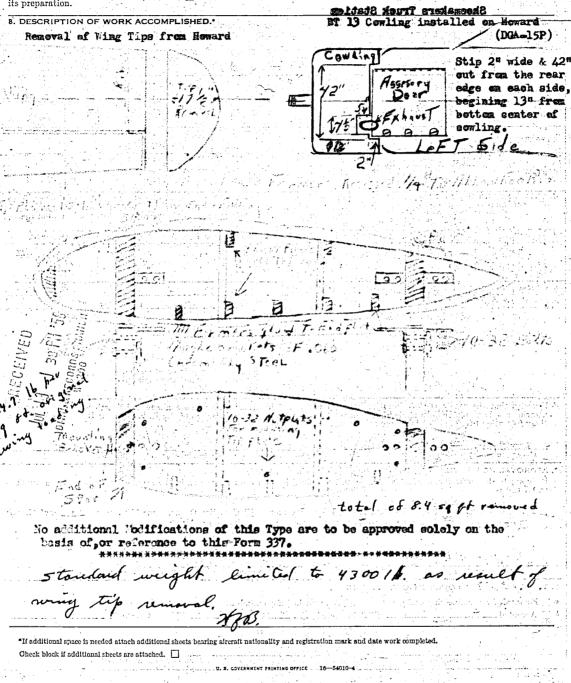
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This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy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

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8. DESCRIPTION OF WORK ACCOMPLISHED.

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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.

U. S. GOVERNMENT PRINTING OFFICE 16-54010

Section Magazine

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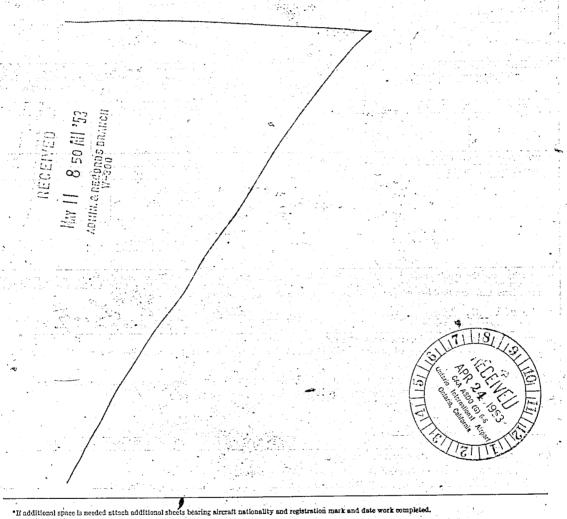
See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

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AVIATION SAFETY DISTRICT

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AVIATION SAFETY DISTRICT

6-326-LOS ANGELES, CALIFORNIA

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- 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.
- or instrument.

 When repeats the for alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACAL ARCAIN The Shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.

 Certificated mathematics appearing all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
- 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
 - 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.
 - 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.
 - 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.

16-54010-2 ... B. GOVERNMENT PRINTING OFFICE

| FORM ACA-3 (11-7-46) | 37 | | | NT OF COMMERC TICS ADMINIST | | BUD APPROVA | GET BUREAU N LL EXPIRES DE | CEMBER 31, 1948 |
|------------------------------|---|----------------------------|---|--|--|-------------------|-------------------------------|--|
| | REPAIR AND ALTERA | TION FORM | (AIRCR | AFT, PROPEL | LERS, ENG | INES, INS | TRUMENTS) | |
| of an air | ONS - This form must be craft, propeller, engine, an Aircraft - Complete | or instru items 1. 2. | ment, as 3a, 4. | 5, 6, and 7 | and submit | to CAA re | presentative | for approval. |
| 1 | a Component Installed in 5, and 6, and submit as a Spare Component - Com | lescribed i | n (A) at | ove. | | the second second | | and the state of t |
| app air | royal. When approved, recraft. At that time, it ward forms as described | etain both ems 1, 2, a | copies | | ed by the | installin | g agency, wh | ich will then |
| 1. AIRCRAFT | Howard. | | MODEL | DG4-15P | | н8 ∖ / | NC-9 | ENTIFECATION MARK 1887H |
| 2- OWNER | HAME (First; middle, los Fred H. Mags | | 552 Down | So. Riv ney Cali | es, fornia, | , * * | and state) | |
| 3. FILL IN I | SFORMATION IN THIS ITEM | ONLY FOR TH | E UNIT F | REPAIRED AND | OR ALTERED | | 1 1171100 0 | r work (Chart) |
| UNIT | MAKE | | MODEL | | SERIA | L NO- | | F WORK (Check) |
| . AIRCRAFT | - (A. | describe | d in It | om 1 above) | | | | |
| PROPELLER BLADE OR HUB | Hamilton Stand. | 2D30- 61017 | | | h1-1539 A120108 | | x | |
| C. ENGINE | | | | - 1 | | | | |
| d. INSTRUMENT | TYPE AND MANUFACTURER | | | | | | | |
| | ing items are to be compl | | -1 | | ancy Howa | var in th | e case of a | para component. |
| item 4 wil | ing items are to be completed until by the installing agency, EMPTY WEIGHT (Founds)* [E | l such com | ponent 1 | B Instatted | IR AU AII | CIAILL AL | this thie, | 115 4 |
| 4. AIRCRAFT | 3075 | 16" | R UP GRA | | | 142 | | |
| *AFTER the | repairs and/or alteration | a describe | d below | vere made. | 1.50 | | | |
| 5. KIND OF | AGENCY WHICH MADE REPAIRS | S AND/OR AL IVED REPAIR | | | | | CERT | IFIED MECHANIC |
| | | Linns | *** (\$** | | SPECIFY) ::. | Tone. and | state) DATE | WORK ACCOMPLISHED |
| AGENCY | West Coast Propelle | ar B | :33 Ho: urbank | llywood Wa , Californ | y ia | | Mar | . 16,1949 |
| AERONAUT | ION OF WORK ACCOMPLISHED ICS MANUAL 18. (If more cation mark) | IN ACCORDA | NCE WITH | PART 18 OF | THECIVIL A | R REGULAT | IONS AND ITS | ASSOCIATED CIVIL bearing aircraft |
| | Propel | er clea | ned, i | nspected. | Elades (| cut to - | 21. | |
| | | | | d, checked | | ced. | | |
| | ulamet. | ייניסידגיי. | - 3 | etting: Hi Lo | gn 21 w 12 | | | |
| - | | | | | | | | |
| | | | | | | | | |
| I CERTIFY T | THAT THE ABOVE STATEMENTS | ARE TRUE | ND CORRE | ECT TO THE BE | ST OF MY K | NOWLEDGE. | | |
| | Care & B | aile | <u></u> | 790922 - | | | | 16, 1949 |
| | SIGNATURE SUPERVISING | | ent care | ., | E KUMBER A | | | DATE |
| APPROVE | D SIGNATURE OF DES | | 1/LETED | BY CAA REPR | | BER > | DATE | |
| REJECTE | 1 | | LOHON | Lugar | ack. | 5340 | | -1949. |
| ☐ FORWARD | ED FOR SIGNATURE OF INS | PECTOR | () () () () () () () () () () | -1/ | /X | ACCEPTED | 2 | 211-119 |
| ENGINEE APPROVA | 1 - KTD 17112 | 1 23 X | <u> </u> | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1 | <u>-7 / / </u> | REINSPECT | ED O | |

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|------------------------------|--|--|------------------------------------|---|
| FORM ACA-3: | 37 | DEPARTMENT OF | | UDGET BUREAU NO. 41-R052.1 PVAL EXPIRES DECEMBER 31, 1948 |
| | REPAIR AND ALTERA | TION FORM (AIRCRAFT, | PROPELLERS, ENGINES, I | NSTRUMENTS) |
| of an air | craft, propeller, engine, an Aircraft - Complete i | or instrument, as follows 1. 2. 3a, 4, 5, 6, | Lows: , and 7 and submit to CAA | and/or alteration is made representative for approval. |
| (B) For | a Component Installed in 5, and 6, and submit as d | en Aircraft - Complete | items 1, 2, 8(b, c, or d | , whichever is applicable), |
| (C) For app | # Spare Component - Comproval. When approved, recraft. At that time, its | lete items 3(b, c, or tain both copies of t ms 1, 2, and 4 must be | him torm with the compone | to CAA representative for no until installation on an ing agency, which will then |
| | ward forms as described i | MODEL DEA | ISP SERIAL NO. | GAA I DENTIFICATION MARK. |
| 2. OWNER | Tod H. MAAS | 5'52 | so. Rives Cali | e, and state) |
| 3. FILL IN I | HEORMATION IN THIS ITEM O | NLY FOR THE UNIT REPAIL | RED AND/OR ACTERED | NATURE OF WORK (Check) |
| UNIT | NAKE | MODEL | SERIAL NO. | MAJOR REPAIR HAJOR ALTERATION |
| a. AIRCRAFT | (A. | described in Item 1 | above) | |
| PROPELLER BLADE OR HUB | | | | |
| c. ENGINE | Pratt & Whitney | R975-19 | AC39-570 | |
| d. INSTRUMENT | TYPE AND HANDFACTURER | | | |
| item 4 will | l not be completed until | such component is in | stalled in an aircrait. | the case of a spere component, At this time, item 4 will be |
| 4. AIRCRAFT | WPTY WEIGHT (Pounds)* EN | PTY CENTER OF GRAVITY | (Inches from datum)* USEFU | 1425 |
| | apairs and/or alterations | | | |
| S. KIND OF A | AGENCY WHICH MADE REPAIRS | VED REPAIR STATIONS TO | | CERTIFIED MECHANIC |
| | £ 14 | | (SPECIFY) | |
| AGENCY | Frebric Station | | es Airport LLower Cilles | MAY 17 - 1949 |
| 7. DESCRIPTI | ON OF WORK ACCOMPLISHED ICS MANUAL 18. (If more cation mark) | | | ATIONS AND ITS ASSOCIATED CIVIL parate sheets bearing sizesett. |
| Replan | eed Pratt & W | hitney 196 | 5-A11-6 eng | ine with A Prott |
| & Whit | | A. Keplaced | les see Form | milton Standard |
| Propel | les with 610 16-1949. Al | 11-21 propor | Muterial used | 1 |
| MAYEN | , 16 = 1797 : 171 PARN 18 | L DOTK 4 | | No |
| 1 CERTIFY TI | HAT THE ABOVE STATEMENTS | ARE TRUE AND CORRECT TO | THE BEST OF MY KNOWLEDGE | |
| 100 | STEMATURE OF SUPERFISING | | PESSY BOY | MAY- 17-1949 |
| The same of | | TO BE COMPLETED BY C. | AA RBPRBSENTATIVES HUMBER | TOATE 1 - 2/ CH |
| APPROVED REJECTED FORWARDS | albion L. | Engmail. | 634C | 3-17-49 |
| ENGINEER | | 2 X 10000 | REINSPE | ニー コート・コンスアースムデニー |

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 NDATE: 11-30-8

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| (11-7-46) | 37 | CIAIF | EPARTMENT OF COMMER AERONAUTICS ADMINIS | | GET BUREAU NO. AL EXPIRES DECE | 41-R052.1 MBER 31, 1948 |
|--|--|--|---|--|--|--|
| | | | | LLERS, ENGINES, INS | | |
| of an air (A) For (B) For | OMS - This form must be craft, propeller, engine an Alcorate - Complete a Component Installed 5, and 6, and submit as a Spare Component - Corroval. When approved, craft. At that time, i | items 1, 2, in an Aircsa described in | at , 4, 5, 6, and 7 fr - Complete items n (A) above. | and submit to CAA re | presentative f whichever is a | or approval. pplicable), |
| for | ward forms as described HAKE | IN IN BOOT | DGA-150 | SERIAL NO. 748 | CAA IDEN | TUFICATION MARK |
| 2. OWNER | NAME (Firet; middle, is | | 552855 SRivi | ifornia. | , and state) | |
| 3. FILL IN 1 | NEDRMATION IN THIS ITEM | ONLY FOR TH | E UNIT REPAIRED AN | O/OR ALTERED | T | 201-11 |
| דוא ט | MAKE | | MODEL | SERIAL NO. | | WORK (Check) MAJOR ALTERATION |
| a. AIRCRAFT | (A) | a described | f in Item 1 above | , | . X | |
| PROPELLER BLADE OR HUB | | | | | | |
| c. ENGINE | | | | | | |
| | TYPE AND MANUFACTURER | | | | | |
| d. INSTRUMENT | ing items are to be com | | | | · (3 · · · | |
| . 18 | EMPTY WEIGHT (Pounds)* | EMPTY CENTER | C DI GUNTIII (A | d in an aircraft. A | | |
| *APTER the 1 5. KIND OF | 3075 repairs and/or alterationage AGENCY WHICH MADE REPAIR | one described | XEEX 16 d below were mede. TERATIONS (Check) | | 125 | IED MECHANIC |
| *AFTER the | 3075 repairs and/or alterationage AGENCY WHICH MADE REPAIR | one described RS AND/OR AL ROVED REPAIR | XEEX 16 d below were mede. TERATIONS (Check) STATION NO. | (SPECIFY) | 125 Ö ceátla | IED MECHANIC |
| *A RCRAFT *AFTER the : 5. KIND OF MANUF | 3075 repairs and/or alteration agency which made Repair acturer | one describe | XEEX 16 d below were made. TERATIONS (Check) STATION NO. ESS (Street and num 1942 BELLFLO DWNEY, CALIF | (SPECIFY) (SPECIFY) (SPECIFY) (SPECIFY) (SPECIFY) (SPECIFY) | LX CERTIF | TED MECHANIC IRK ACCOMPLISHED 1 1 1949 |
| *APTER Che : *APTER Che : 5. KIND OF | 3075 repairs and/or alteration agency which made repair acturer Approximate A | ADDR ACCORDA o space is no | XEBX 16 d below were made. TERATIONS (Check) STATION NO. ESS (Street and num 1942 BELLFLO DWNEY, CALIF. NCE WITH PART 18 01 eded, continue on | (SPECIFY) Ther, offy, some, and TER. BLVD: THECIVIL AIR REGULA TOPOGRAPHICAL SERVICES OF ALTOCHES | LE CERTIF | TED MECHANIC ORK ACCOMPLISHED OF 1 1 1949 SOCIATED CIVIL SERVER AFFORM |
| ** A'RCRAFT *AFTER the 5. KIND OF MANUF 6. AGENCY 7. DESCRIPT AERONAUT AERONAUT AERONAUT AND O | 3075 repairs and/or alteration AGENCY WHICH MADE REPAIR ACTURER APPRIL ANDE H. BRABHAM ION OF WORK ACCOMPLISHED ION MANUAL B. (If more cation mark), CED DANEL DESCRIPTION 5/32 MANDGANY WED COMPRESSION | ADDR ALCORDA PLYNOD | TEBX 16 d bolov vero mede. TERATIONS (Check) STATION NO. ESS (Street and num 1942 BELLFLO DWNEY, GALLF. NCE WITH PART 18 Of MEDITI RIFE BOTT LEFT BOTT LEFT BOARLED 15 | (SPECIFY) Ther, city, sene, and THER BLVD: THE CIVIL AIR REGULA THE CIVIL AIR REGULA | CLAMPE | IED MECHANIC IRK ACCOMPLISHED OH 1, 1949 ISOCIATED CIVIL AR J51V. AR SPARS D WITH |
| ** A RCRAFT *AFTER the I 5. KIND OF MANUF 7. DESCRIPT AERONALIA AND O BRACS DEB O. | 3075 repairs and/or alteration AGENCY WHICH MADE REPAIR ACTURER APPRIA ION OF WORK ACCOMPLISHER ICS MANUAL 18. (If more cation mark) CESTION ATTO 48 Y VER COMPRESSION A.M. 18 | ADDR ALTONS N. FROM PLYNOD IN STORY OF THE PROPERTY OF THE PRO | TEBX 16 d bolov vero mede. TERATIONS (Check) STATION NO. ESS (Serect and num 1942 BELLFLO DWNEY, CALIF. NCE WITH PART 18 Of MED OF LEFT BOTT RIB AN ESSARIED IS PANEL GLUED THE FABRIO A | (SPECIFY) Ther, offy, sone, and WEB. BLVD. THE CIVIL AIR REGULA (SPECIFY) AING. ERCAIN DESCRIPTION TO 1-DVER FROM NO PAINTED. | CLAMPE | IED MECHANIC IRK ACCOMPLISHED OH 1, 1949 ISOCIATED CIVIL AR J51V. AR SPARS D WITH |
| ** A RCRAFT *AFTER the I 5. KIND OF MANUF 7. DESCRIPT AERONALIA AND O BRACS DEB O. | 3075 repairs and/or alteration AGENCY WHICH MADE REPAIR ACTURER APPRIL ANDE H. BRABHAM ION OF WORK ACCOMPLISHED ION MANUAL B. (If more cation mark), CED DANEL DESCRIPTION 5/32 MANDGANY WED COMPRESSION | ADDR ALTONS N. FROM PLYNOD IN STORY OF THE PROPERTY OF THE PRO | TEBX 16 d bolov vero mede. TERATIONS (Check) STATION NO. ESS (Serect and num 1942 BELLFLO DWNEY, CALIF. NCE WITH PART 18 Of MED OF LEFT BOTT RIB AN ESSARIED IS PANEL GLUED THE FABRIO A | (SPECIFY) Ther. offy, sone, and WEB. BLVD. THE CIVIL AIR REGULA (SPECIFY) AING. ERCAIN DESCRIPTION TO 1-DVER FROM NO PAINTED. | CLAMPE | IED MECHANIC IRK ACCOMPLISHED OH 1, 1949 ISOCIATED CIVIL AR SEARS D WITH |
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| ** A RCRAFT *AFTER the I 5. KIND OF MANUF 7. DESCRIPT AERONALIA AND O BRACS DEB O. | 3075 repairs and/or alteration AGENCY WHICH MADE REPAIR ACTURER APPRIA NAME LANE H. BRARHAM TON OF WORK ACCOMPLISHED TOS MANUAL 18. (If more castion mark) CEST PANET DESSION CEST PA | ADDR ALTONOM ALTONOM ADDRESS AND ADDRESS ARE TRUE AS | TENTION NO. ESS (Serect and number 1942 BELLFLO DWNEY, CALIF. NCE WITH PART 18 OF LEFT AND SOARLED 15 AND SOARLED 15 AND SOARLED 15 AND CORRECT TO THE | (SPECIFY) THE CIVIL AIR REGULA THE CIVIL AIR REGULA TO 1-DVER FROM WITH WELDWOOD REST OF MY KNOWLEDGE. ATE NUMBER AND RATING PRESENTATIVES | TIONS AND ITS AS TO A SECOND RESERVED R | IED MECHANIC IRK ACCOMPLISHED OH 1, 1949 ISOCIATED CIVIL AR J51V. AR SPARS D WITH |
| ** A RCRAFT *AFTER the 5. KIND OF MANUF ** AGENCY 7. DESCRIPT AERONALIA ARONALIA AND O BRACS DES O I CERTIFY T | 3075 repairs and/or alteration agency which made repair acturer Approach April Apri | ADDR ALTONOM ALTONOM ADDR ADDR ADDR ADDR ADDR ADDR ADDR ADD | TENATION NO. ESS (Street and num 1942 BELLFLO DWNEY, CALIF NCE WITH PART 18 OF 1000 BELLFLO DE OF REFERENCE THE FABRIC A CHILD CORRECT TO THE THE TENANCE OF THE TENANCE | (SPECIFY) THE CIVIL AIR REGULA THE CIVIL AIR REGULA TO 1-DVER FORT WITH WELDWOOD WITH WELDWOOD BEST OF MY KNOWLEDGE. TO 630 ATE BUBBER AND RATIFE PRESENTATIVES HUMBER | TIONS AND ITS AS THE TOTAL PROPERTY OF AMPRICA AND RELEVEN ALL WORK | SOCIATED CIVIL SOCIATED CIVIL STATE STATE OF HEAD STATE OF |
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| FORM ACA-337 | DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION | BUDGET BUREAU NO. 41-R092.1 APPROVAL EXPIRES DECEMBER 31, 1948 |
|---|--|--|
| | REPAIR AND ALTERATION FORM (ALRCRAFT, PROPELLERS. | |
| 0 00 00 5 1000 | - This form must be filled out in duplicate each time a't ft, propeller, engine, or instrument, as follows: | FIT LITTER, DIT STATE : |
| CAN For an | Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and Su | bmit to CAA representative for approval |
| | Component Installed in an Aircraft - Complete items 1, 2, and 6, and submit as described in (A) above. | 지도 교육을 가지 않는데 그는 이 경기를 가지 않는데 전략 음력적 당연하다 경험를 함 |
| (C) For a approv | Spare Component - Complete items 3(b, c, or d), 5, and 6, al. When approved, retain both copies of this form with ft. At that time, items 1, 2, and 4 must be completed by d forms as described in (A) above. | |
| 1. AIRCRAFT MAKE | | RIAL NO. CAA I DENTI FICATION MARK |
| NAMI | E (First, middle, last) ADDRESS (Street and number | r, city, zone, and state) |
| | | Arlington Heights, Illinois |
| 3. FILL IN INFO | RMATION IN THIS ITEM ON POR THE UNIT REPAIRED AND/OR ALT | |
| ,UNIT | MAKE FOR MODEL S | REFIAL NO. NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION |
| 1 2 | | The state of the s |
| AIRCRAFT | (Am described in Item I above) | For the contract \mathcal{U}_{λ} , \mathcal{U}_{λ} |
| ROPELLER B. BLADE OR HUB | | AL No. Age 133 |
| C. ENGINE | | |
| £ — | YPE AND MANUFACTURER | |
| d. INSTRUMENT | | Antibio (1900) 2 of a section of the antibio of the section of the |
| The following item 4 will n | items are to be completed by repair or alteration agency. of be completed until such component is installed in an the installing agency, if applicable. | However, in the case of a spare component, aircraft. At this time, item 4 will be |
| EMPT | The installing agency, if applicable. TY WEIGHT (Pounds) EMPTY CENTER OF GRAVITY (Inches from c | |
| 4. AIRCRAFT | 3075 16 n | 1425 |
| 5. KIND OF AGE | efre and/or alterations described below were made. KCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check) | Chicago Company Company |
| HARUFACT | | CERTIFIED MECHANIC |
| NAM | | ty, zone, and state) DATE WORK ACCOMPLISHED |
| AGENCY | | |
| Ha | rrington Air Service Municipal Airport C | leveland, Onio July 9, 1948 |
| 7. DESCRIPTION AERONAUTICS identificat | OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THECIV. MANUAL 18. (If more apace is needed, continue on reverse, ion mark) Where necessar | 2 - 00 - 20 - 20 - 2 - 2 - 2 - 2 - 2 - 2 |
| 177 | en plywood guset plates installed on trailing | |
| ard ri | ght wing. Two coats of spar varnish were any | olied Form was accomplished |
| in acc | ordance with monual 18, par. 18.603 page 20. | rear load should be defined |
| Weight | and balance data on reverse side | |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | n brio (megapopag (i) militi |
| | TAMOUR OF MED LESS. T | Could American United the Could be seen that the Could be seen to be seen that the Could be seen to |
| I CERTIFY THAT | THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF | MY KNOWLEDGE. |
| | MEL ALOWER | and the |
| feller | SHATURE OF SUPERVISING MECHANIC GERTIFICATE NUMB | HER AND RATING JULY DADE 1948 |
| 1 | TO BE COMPLETED BY CAA REPRESENT. | ATIPES |
| □ APPROVED | SIGNATURE OF DESIGNEE | 18268 D-14-48 |
| REJECTED | FOR SIGNATURE OF DISPECTOR | ACCEPTED DATE |
| FORWARDED ENGINEERIN APPROVAL | | Z REINSPECTED 7-23-48 |
| 21372 | 1 The second sec | |

Forward Extreme

| | | | | | _ |
|-----|--|--------|------|----------------|-----|
| : - | ITENS | W | ARIS | HOMENT | L |
| 7 | C as weighed | 3075 | +16_ | + 49200 | Ţ |
| | 7775 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 170 | 414 | +2380 | l., |
| 1 | Firel Tank-30 gal. (6 per gal.) | 180 | -10 | -1800 | 1 |
| | Fuel Main - 7.5 gal. | 45 | +29 | +1305 | |
| | Oil 7 gal. (7.5# per gal.) | 52.5 | -30 | -1575 | |
| | TOTAT. | 3122.5 | | 49510 |] |

| and the second of the second o | 11.4 \$00.54 | | |
|--|--------------|----------|-----|
| Spec. Equip. | TGT | AIM | • • |
| AVR 7HLN | 22 | -23 | |
| Inter Phone | 8 | -92 | |
| Marker Beacon | 3 | -90 | |
| Transmitter | 36 | -94 | |
| AVF23 | | <u> </u> | A V |
| Anterina Loop | 8 | -10h | |

206-D

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49510# = 14.47" 3422.5#

with min. fuel

| and the first term and the second of the sec | 10 a a 41 a | | 7 1 1 1 1 1 1 1 1 1 |
|--|-------------|------|---------------------|
| AC as weighed | 3075 | +16" | +119200 |
| Pilot | 170 | +14 | +2380 |
| Fuel Tank 30 gal. | 180 | -10 | -1800 |
| Fuel Tank 74 gal. | Lilili | +29 | +12876 |
| Oil 7 gal. @ 7.5# | 52.5 | -30 | -1575 |
| TOTAL | 3921.5 | | 71081 |
| THE RESERVE AND PERSONS ASSESSED. | | | |

110 101-C 111 104 102 103-0 105-C 106-B --107-B 108 201 109 20lı 205 113-F

Equipment No.

101

With front and main tank full $\frac{71081}{3921.5} = 18.13$ Forward C.G.

206-A 210-A 206-0

| Ait Extreme | 1,1 1 1.1. (1.1. 1.1. 1.1. | | |
|---|----------------------------|-------------|---------|
| AC as weighed | 3075 | <u>+</u> 16 | +1,9200 |
| Pilot | 170 | +11 | +2380 |
| 2 Passengers | 340 | +56 | +19040 |
| Fuel Main, Thegal Luce | 1,1,1 | +29 | +12876 |
| Fuel Rear 18 gal. | 108 | +65 | +7020 |
| Oil 7 gal 1 1 1 200 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 | 52.5 | -30 | -1575 |
| Baggage | 20 | +84 | +1680 |
| | | | |

yu621 -- 21.05 -Aft. CG

When flying aircraft with (4) four passengers and 20 lbs. of baggage gas load should be reduced from 122 gallons to 112 gallons.

With-(h) passengers and no baggage gas load load to be reduced to 115 gallons SO AS NOT TO EXCEED GROSS WEIGHT OF 4500 LBS.

90621

T- MOON TIVE

1,209.5

By Hi E CYNY NOW !

CIAIT VEHONAUTICS ADMH, JEPANINEHT OF CONNERCE

MAIL ROOM - 1 WASHINGTON

THE ILLICT FLUID SMY

| (11-7-96) | 37 | DEPARTMENT OF COMMERCIVIL AERONAUTES: ADMINIS | | EXPIRES DECEMBER 31, 1948 |
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| of an air | craft, propeller, engine, | illed out in duplicate each or instrument, as follows: | | |
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| 1. | 5, and 6, and submit as d | lescribed in (A) above. lete items 3(b, c, or d), 5, | | |
| app air | proval. When approved, recraft. At that time, ite | tain both copies of this forms 1, 2, and 4 must begcomple | orm with the component eted by the installing | until installation on an agency, which will then |
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| item 4 wil | I not be completed until by the installing agency. | eted by repair or alteration a such component is installe if applicable. | d in an aircrait. At | this time, item 4 will be |
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UNITED STATES OF AMERICA DEPARTMENT OF CONSERCE CIVIL FEROMAUTICS ADMINISTRATION WASHINGTON

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| ARCRAFT 3. MAKE HOWATG 4. MODEL DGA-15P ENGINE 7. MAKE Prett & Whitney 9. CWINER'S NAME Jack F. Whalen 10. IGENTIFY that the above statements are true. ACA-309 MECHAST DATA DRAWINGS, ETC. ACA-317 UNAPPROVED DEVIATION DATA AIRCRAFT INSPECTION REPORT (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 2. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 3. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 3. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 3. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE HERES) 3. It has b | 1. APPLICATION (C | HECK WHETHER) | 2. AIRWORTHINESS | CLASSIFICATION | |
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| DCA-15P ENGINE 7. MAKE Pratt & Whitney 9. Owner's name Jack F. Whalen 10. (give address only if it has been changed from that accass) Jack F. Whalen 6539 Woodman Van Npyr, California 11. Attachments (check which) Aca-309 Weight and balance report Aca-309 Weight and balance report Aca-310 Unapproved deviation data | | | | | N- 9887H |
| 8. MODEL Prott & Whitney 9. OWNER'S NAME Jack F. Whalen Jack F. Whalen Jack F. Whalen 10. (Give Address only if it has been changed from that accass) Jack F. Whalen Jack F. Whalen 12. I certify that the above statements are true. Accassos Accassos | 4. MODEL DGA-15P | | | | 1 |
| Prett & Whitney 9. Owner's Name 10. (give address only if it has been changed from that given on your certificate of registration, form ACA-500) 11. ATTACHMENTS (CHECK WHICH) 12. I CERTIFY that the above statements are true. 13. ACA-319 Weight and balance report 14. ACA-305a AIRCRAFT INSPECTION REPORT (CHECK AND COMPLETE APPLICABLE ITEMS) 15. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS) 16. DESIGNATHINSES DIRECTIVE SUMMARY 1952 17. THROUGH SHEET REVISION NO. 1 18. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS) 18. AIRCRAFT LISTING PAGE NO. 17. THROUGH SHEET REVISION NO. 1 19. DIRECTIVE SUMMARY 1952 THROUGH CARD NO. 52-6 10. CEAL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLED WITH. 10. CETTIFICATE OF AIRWORTHINESS FORM ACA-392 WAS ISSUED. FINDINGS 14. SIEWORTHY APPROVED, AIRPLANCE SUGATURE 16. DESIGNATION NO. 17. DATE AIRWORTHY APPLICABLE SIGNATURE 19. PACCEPTED 7. DATE 19. OF ACCEPTED 7. DATE 7. STATULE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. DATE 7. STATULE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. DATE 7. STATULE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 5. DATE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 5. DATE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 5. DATE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 5. DATE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 5. DATE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 5. DATE 7. APPLIES SIGNATURE 19. PRACECEPTED 7. APPLIES 7. APPLIES 5. DATE 7. | | | ENGINE | | |
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| Jack F. Whalen Sack F. Whalen Sack | | Whitney | | | |
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| 12. I CERTIFY that the above statements are true. ACA-319 | Jack F. | Whalen | 6 | 539 Woodman | |
| ACA-319 | | | v | an Nhys, Cal | iforn i a |
| ACA-319 | | | | | |
| ACA-319 | 1. ATTACHMENTS | CHECK WHICH) | 12. I CERTIFY t | hat the above stateme | nts are true. |
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| AIRCRAFT INSPECTION REPORT (11-40) AIRCRAFT INSPECTION REPORT (To be completed by CAA representatives) 3. It has been determined that the aircraft described in 305 above is in conformity with the following: (CHECK AND COMPLETE APPLICABLE ITEMS) a. MAIRCRAFT ISTING PAGE NO. b. MAIRCRAFT ISTING PAGE NO. c. MAIRCRAFT INSPECTION NO. 10-10-11-11-11-11-11-11-11-11-11-11-11-1 | (Σ Ω ACA-319 | EIGHT AND BALANCE REPORT | | 1.6 | Lawo (earsen) |
| AIRCRAFT INSPECTION REPORT (10-49) AIRCRAFT INSPECTION REPORT (To be completed by CAA representatives) (CHECK AND COMPLETE APPLICABLE ITEMS) a. MAIRCRAFT SPECIFICATION NO. A717 THROUGH SHEET REVISION NO. 1 b. AIRCRAFT SPECIFICATION NO. A717 THROUGH SHEET REVISION NO. 1 c. MAIRCRAFT LISTING PAGE NO. (YEAR) d. OPERATIONS LIMITATIONS FORM ACA-399 ISSUED. e. MO OPERATIONS LIMITATIONS FORM ACA-399 ISSUED. f. CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT. g. MAIL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH. b. CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED. FINDINGS 14. AIRWORTHY JE AUTHOR FLIGHT AFFORMANDAL (A DESIGNATION NO. 17. DATE 6340 April 6, 1952 UNAIRWORTHY AFFORMANDAL (A DESIGNATION NO. 1952 ACCEPTED CO. DATE 64500 April 6, 1952 ACCEPTED RELIED COMPLIED WITH 1952 ACCEPTED REINSPECTED REINSPEC | 🔀 ACA-337 🔲 D | ATA, DRAWINGS, ETC. | | 7 (0 | WHER OR AUTHORIZED AGENT) |
| 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. MAIRCRAFT SPECIFICATION NO. A717 | ☐ ACA-317 ☐ U | NAPPROVED DEVIATION DATA | (DATE) | - Charles | heget Gul |
| b. AIRCRAFT LISTING PAGE NO. 1952 THROUGH CARD NO. 52-6 d. OPERATIONS LIMITATIONS FORM ACA-309 ISSUED. e. & OPERATIONS LIMITATIONS FORM ACA-309 IS AVAILABLE IN AIRCRAFT. f. CURRENT, APPROVED, AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT. g. & ALL APPLICABLE NOTES, INSTRUMENT MARKINGS, AND PLACARDS HAVE BEEN COMPLIED WITH. b. & CERTIFICATE OF AIRWORTHINESS FORM ACA-1362 WAS ISSUED. PINDINGS 14. 15. DESCRIBE; S SIGNATURE 16. DESIGNATION NO. 17. DATE | | mined that the aircraft d | escribed in 305 above | | the following: |
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FAA AIRCRAFT REGISTRY
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ADDITIONAL OPERATIONS AUTHORIZED

IF THIS FORM IS LOST OR DESTROYED, A DUPLICATE MAY BE OBTAINED FROM THE CERTIFICATION AND RECORDATION SECTION, AIRCRAFT AND COMPONENTS SERVICE, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON, D. C., FOR \$2.00. (MONEY ORDER OR CHECK SHOULD BE MADE PAYABLE TO THE TREASURER OF THE UNITED STATES.)

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|--|--|---|-----------------|-----------------------------|--|
| Form ACA-305 (12-47) | | PARTMENT OF COMM AERONAUTICS ADMINIS | | Вора | Form Approved at Bureau No. 41-R041.3 |
| APPLICATIO AND/OR AT | N FOR AIRWORTE NNUAL INSPECTIO | HNESS CERTIFIC N OF AN AIRCR | ATE AFT | Please submit th | NSTRUCTIONS his form to the Civil Aeronautics ation Field Representative |
| APPLICATION (Chec | HINESS CERTIFICATE | | TRICTED | | |
| X ANNUAL INSPECTION | <u> </u> | EXPERIMENTAL LIM | | OTHER | |
| <u>an in the line in</u> | | AIRCR | MODEL | | TYPE CERTIFICATE NO. |
| MAKE EOWAr | a | | MODEL | | |
| REGISTRATION NO. | MANUFACTU | RER'S SERIAL NO. | DGA. | -15P | 717 |
| | | ENGI | | | 8-43 |
| MAKE P&W | | | MODEL. | R-98 5-19 | |
| OWNER'S NAME | and the same of th | | PERMANEN | T ADDRESS (Street an | d number, city, zone, and State) |
| | | | | Woodman uys, Calif. | |
| | Whalen | . I I connects th | | e statements are to | TIE. |
| ACA-319 W | Check which) EIGHT AND BALANCE REPORT | 1 CERTIFI OI | At the abov | Harold | 1.1 |
| ☐ ACA-337 ☐ 1V | ATA, DRAWINGS, ETC. | | | Danois | Owner or authorized agent. |
| | NAPPROVED DEVIATION DATA | 12/1/ | [′] 50 | Agent | |
| _ NCN-317 | TALL THOUSE DEVIATION STATE | (DAT | | | (TITLE) |
| Form ACA-305a | (To be completed by a | AIRCRAFT INSPE | CTION F | REPORT d inspector of re | presentative) |
| It has been dete | ermined that the aircraft | described in 305 abov | e is in conf | ormity with the fol | lowing: |
| ALL APPLICABLE COMPLIED WITH | | , INSTRUMENT MAF | KINGS A | ND PLACARDING | REQUIREMENTS HAVE BEEN |
| AIRCRAFT SPECI | FICATION-AIRWORTH | INESS DIRECTIVE N | o(s). a- 71 | 7 ADS thr | u 50-47 (Specify) |
| FORM ACA-1362, CE | RTIFICATE OF AIRWORTHI | NESS, ISSUED | ORIGINA | L ANNUAL II | NSPECTION |
| (Check to hether) | | | | | |
| OPERATION LIMIT | TATIONS FORM ACA-309 WAS IS ANE FLIGHT MANUAL IS IN TH | | | | |
| , , ALTROTES AND | 000 | FINDI | NGS | | all |
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| AIRWORTHY | A G Z B CONOC | | | 4422 | Dec. 1, 1950 V |
| 1 UNAIRWORTHY | CAA INSPECTOR'S SIGN | ATUPE Y | 1/500 | ACCEPTI | 1 THE 17 1 R 1800 |
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| | - | 1.12 | | | YES | No. | | | 160 |

ADDITIONAL OPERATIONS AUTHORIZED

IF THIS FORM IS LOST OR DESTROYED, A DUPLICATE MAY BE OBTAINED FROM THE CERTIFICATION AND RECORDATION SECTION, AIRCRAFT AND COMPONENTS SERVICE, CIVIL AERONAUTICS ADMINISTRATION, WASHINGTON, D. C., FOR \$2.00. (MONEY ORDER OR CHECK SHOULD BE MADE PAYABLE TO THE TREASURER OF THE UNITED STATES.)

| DEPARTMENT OF C | COMMERCE FORM APPROVED MINISTRATION BUDGET BUREAU NO. 41-R041.3 | | | | |
|--|---|--|--|--|--|
| APPLICATION FOR AIRWORTHINESS CERTIFICATE A ANNUAL INSPECTION OF AN AIRCRAFT | | | | | |
| APPLICATION (Check whether) ORIGINAL AIRWORTHINESS CERTIF. ANNUAL INSPECTION NX NL | OTHER (Specify) | | | | |
| A | RCRAFT | | | | |
| MAKE Howard. | DGA- 15P | | | | |
| REGISTRATION NO. HANUFACTURER'S SERIAL NO. 748. | DATE MANUFACTURED TYPE CERTIFICATE NO. 8-1943. | | | | |
| | ENGINE | | | | |
| Pratt-Whitney | R-985-19. | | | | |
| OWNER'S NAME | PERMANENT ADDRESS (Street and number, City, Zone and State) | | | | |
| Fred H.Maas | 552 S.Rives Downey, California. | | | | |
| 12217171717171717 | FY THAT THE ABOVE STATEMENTS ARE TRUE. | | | | |
| ACA-319 WEIGHT AND BALANCE REPORT ACA-337 SPECIAL APPROVALS | On to E Darris | | | | |
| DATA DRAWINGS, FTC. | OWNER OR AUTHORIZED AGENT | | | | |
| □ AGA-317 □ UNAPPROVED DEVIATION DATA 3/15 | 5/1950. Agent. | | | | |
| | DATE | | | | |
| (To be completed by a CAA inspector o | NSPECTION REPORT or representative) | | | | |
| IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN | 305 ABOVE IS IN CONFORMITY WITH THE FOLLOWING | | | | |
| ALL APPLICABLE HANDATORY NOTES, INSTRUMENT MARKINGS AN | D PLACARDING REQUIREMENTS HAVE BEEN COMPLIED | | | | |
| WITH A YES NO | (S). A- 717 Sheet 1 & ADS thru 50-10. | | | | |
| * | (SPECIFY) | | | | |
| AUTHORITY FOR EXCEPTIONS (If any) None. | | | | | |
| FORM ACA-1362, CERTIFICATE OF AIRWORTHIMESS, ISSUED | ORIGINAL ANNUAL INSPECTION | | | | |
| (Check whether) Toperation limitations form aca-309 was issued, or Approved airplane flight manual is in the aircraft | in ship. | | | | |
| | INDINGS | | | | |
| Designee's signature and no. Albion G. Engmark.#6340 | | | | | |
| UNAIRWORTHY CAA INSPECTOR SIGNATURE | REINSPECTED 3 2/ 50 | | | | |
| REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you ha | we used the reverse to continue this or | | | | |
| other item Yen E No) | and the second of the second | | | | |
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| FORM ACA-305 DEPARTMENT OF COMMERCE 13-5-47) CIVIL AERONAUTICS ADMINISTR | |
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| 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 whether) CAA IDENTIFICATION | |
| | IER (Specify) |
| ANNUAL INSPECTION AX DIE | |
| AIRCRAFT | |
| HAKE Howard | |
| 1 | DGA-15P |
| REGISTRATION NO. MANUFACTURER'S SERIAL NO. DATE | NANUFACTURED TYPE CERTIFICATE NO. |
| ENGINE | 1 |
| MAKE MODE | 1 1 |
| Pratt & Whitney. | R -985-1 9. |
| | IANENT ADDRESS (Stebet and number, City, Zone and |
| | 532 So .Raves, |
| | Downey, California |
| | THE ABOVE STATEMENTS ARE TRUE. |
| ACA-319 WEIGHT AND BALANCE REPORT | had the first |
| ACA-805 DATA, DRAWINGS, ETG. | 1 stept 11. Stall |
| ACA-805 DATA, DRAWINGS, ETC. ACA-317 DUNAPPROVED DEVIATION DATA MAY./7-/ | aub D |
| DATE | TA J LIGHT TITLE |
| FORM ACA-905a (FORMERLY ACA-307) AIRCRAFT INSPECTI (To be completed by a CAA inspector or a dea | |
| IT HAS BEEN DETERMINED THAT THE AIRCRAFT DESCRIBED IN 305 ABOV | |
| ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND FLACAL | |
| WITH TO YES IND | |
| (AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO.S). A-7 | 17-5 and ADS.thru 49-10. |
| | (SPECIFY) |
| AUTHORITY FOR EXCEPTIONS (If any) NONE | |
| FORM ACA-1362, CERTIFICATE OF AIRWORTHINES, ISSUED OR H | |
| heck whether) | |
| OPERATION LIMITATIONS FORM ACA-309 WAS ASSUED, OR | In Ship. |
| APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT | |
| FINDINGS | |
| | land Engenoise 3-17-1949. Not |
| UNAIRWORTHY CAN LASPECTOR'S SIGNATORE | ACCEPTED DATE 44-4- |
| REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used | the reverse to continue this or |
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FAA AIRCRAFT REGISTRY
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| FORM ACA-905 | DEPARTMENT OF CO | | | APPROVED AU NO. 41-R041.3 |
|--|--|--------------------|------------------------|---|
| | ON FOR AIRWORTHINESS CERTIFICATE AN NUAL INSPECTION OF AN AIRCRAFT | 1 | Please submit this | RUCTIONS form to the Civil Aero- on Field Representative. |
| APPLICATION (Chec. ORIGINAL AIRWO ANNUAL INSPECT | RTHINESS CERTIF. AND NO NR | OTHER (Spec | .(fy) | |
| LAD ARROWE TROTECT | | CRAFT | | |
| MAKE Howard | | MODEL | DGA-15P | |
| REGISTRATION NO. NO. NO. NO. NO. | MANUFACTURER'S SERIAL NO. | DATE MANUFACE 8-43 | TURED TYPE CER 717 | TIFICATE NO. |
| | EI EI | GINE | | |
| MAKE Pratt | & Whitney / | MODEL Wasp | Jr. R-985-AN-6 | |
| OWNER'S NAME | | | DRESS (Street and nu | mber, City, Zone and |
| Earl Rein | ert & Gordon Horlick | 930 W>st | Euclid St., Ar | lington Hts., Ill. |
| TACHMENTS (Chec. | k which) CERTIFY | THAT THE ABOV | E STATEMENTS ARE TRA | 6 |
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| ☑ ACA-337 □ | SPECIAL APPROVALS | | Moter 1 | Carano 1 |
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| | FORM ACA-305 DEPARTMENT OF COMMERCE. 13-7-461 CIVIL AERONAUTICS ADMINISTRATION | BUDGET BUREAU NO. 41-R041.2 APPROVAL EXPIRES FEBRUARY 15, 1947 | | | | | |
| 1 | APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR | INSTRUCTIONS | | | | | |
| | ANNUAL INSPECTION OF AN AIRCRAFT | Please submit this form to the Civil Aero- nautics Administration Field Representative. | | | | | |
| 1 | APPLICATION (Check) CAA IDENTIFICATION | | | | | | |
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| | REGISTRATION NO. MANUFACTURER'S SERIAL NO. DATE MANUFACTURED 9857/ | | | | | | |
| . 1 | ENGINE | | | | | | |
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| | (Check which) | APPLICATION FOR REGISTRATION AND BILL OF SALE . (FORMS ACA-501 AND 502) ATTACHED | | | | | |
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| - | ATTACHMENTS (Check which) CERTIFY THAT THE ABOVE | | | | | | |
| - | MACA-319 WEIGHT AND BALANCE REPORT | 1 m | | | | | |
| - | ACA-337 SPECIAL APPROVALS | FallSerner | | | | | |
| 1 | ACA-805 DATA, DRAWINGS, ETC. | OWNER OR AUTHORIZED AGENT | | | | | |
| < 1 | ACA-317 UNAPPROVED DEVIATION DATE 4-47 | | | | | | |
| 1 | DATE | TITLE | | | | | |
| | FORM ACA-3052 (FORMERLY ACA-307) 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 | COMPONANTI WITH THE TOLLOWING | | | | | |
| | LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII | AIRWORTHINESS- DIRECTIVE | | | | | |
| - | PAGE NO. T.C. NO. SERIAL NO. EFFECTIVE NOTES 2-3-9-10 | NO.H.M. EFFECTIVE NOTES | | | | | |
| . | | IF ANY (If additional space is required, use | | | | | |
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| À | FORM ACA-319 APPROVED BY. MECH. CERT | IF. AND RATING NO. DATED | | | | | |
| | owner) Hill. ZINSSER C. G. COAKLEY MILLIANS | | | | | | |
| | FORM ACA-1362 CERTIFICATE VALID TO (Specify date) | | | | | | |
| , | AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED | | | | | | |
| • | FINDINGS | | | | | | |
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| | REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reve | g available (Tem Yes PNO) | | | | | |
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FAA AIRCRAFT REGISTRY
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DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

FERRY PERMIT, TEMPORARY REGISTRATION AND AIRWORTHINESS CERTIFICATE

Name Earl Reinert And Gordon Horlick Address 930 W. Euclid, Arlingson Hts., Ill. Date Dec. 1, 1946 _aircraft, Model_RE-1 This is your authority to ferry - Howard , Serial No. 748 date of manu-Army Identification No. 29433 facture Unlmown. This temporary certificate for ferry is valid only when the owner or his agent has found this aircraft airworthy for the purpose of this flight and the owner assumes all responsibility for such flight from to KNAKE Chicago, Ill Woodward Field, Camden, S.C. After the flight the identification number assigned by your local inspector must be painted on the aircraft as set forth in Section 60.32 of the Civil Air Regulations and application made for an airworthiness certificate to an Inspector of the Administration. This certificate is valid only when flown by a certificated pilot. No person other than a necessary and valid member of the crew may be carried. This authority expires upon arrival at the desti-(Date) nation and not later than Dec. 3, 1946 7 Hauled out XXXXX / Flown out Inspector, General Inspection Division NOTE: Aircraft was released after owner produced satisfactory proof of ownership.

D.P.C. Supervisor

MTHX Dec. 1, 1946

Original, 1st copy: To Pilot; this copy must be presented by owner to
Inspector at time of issuance of Registration Certificate

Duplicate, 2d copy: Forwarded by DPC to issuing Inspector to be forwarded

to Inspector concerned.

Duplicate, 3d copy: Forwarded by DPC to issuing Inspector for filing.

FAA AIRCRAFT REGISTRY
CAMERA NO. 5 MDATE: 11-30-8

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