

 US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020	
				For FAA Use Only	
				Office Identification NM FSDO-03	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).					
1. Aircraft	Make Howard DGA-15		Model DGA-15		
	Serial No. 748		Nationality and Registration Mark N9887H		
2. Owner	Name (As shown on registration certificate) Kennelly Kevin H. 2325 Elm St.		Address (As shown on registration certificate) 2325 Elm St. Denver Co. 80207		
	3. For FAA Use Only				
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			☒	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
6. Conformity Statement					
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.	
Jack W. Swartz 3813 Monroe Ave. Cheyenne Wy. 82001		☒ U.S. Certificated Mechanic		A&E 1165799	
		☐ Foreign Certificated Mechanic			
		☐ Certificated Repair Station			
		☐ Manufacturer			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date Nov. 15, 1990		Signature of Authorized Individual <i>Jack W. Swartz</i>			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☐ APPROVED ☐ REJECTED					
BY	FAA Fit. Standards Inspector	Manufacturer	☒ Inspection Authorization	Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection Nov. 15, 1990		Certificate or Designation No. AI 1165799	Signature of Authorized Individual <i>Jack W. Swartz</i>		

NOTICE

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

8. Description of Work Accomplished

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

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

Replaced all aileron and flap ribs Per. Fig. 15 Section
2 Per. 3 Stations 2 to 21.

Replaced #1 & #2 nose ribs as Per. Fig. 14 Sec. 2 Par. 8&9.

Replaced complete skins, top and bottom of wing, Section 2,
Par. 2 Part G. All material for skins was 3/32" 90 degree
plywood of like material as original. Method of application
was as per the manual.

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

All glue used in instillation was Weldwood Resorcinal.

No weight change.

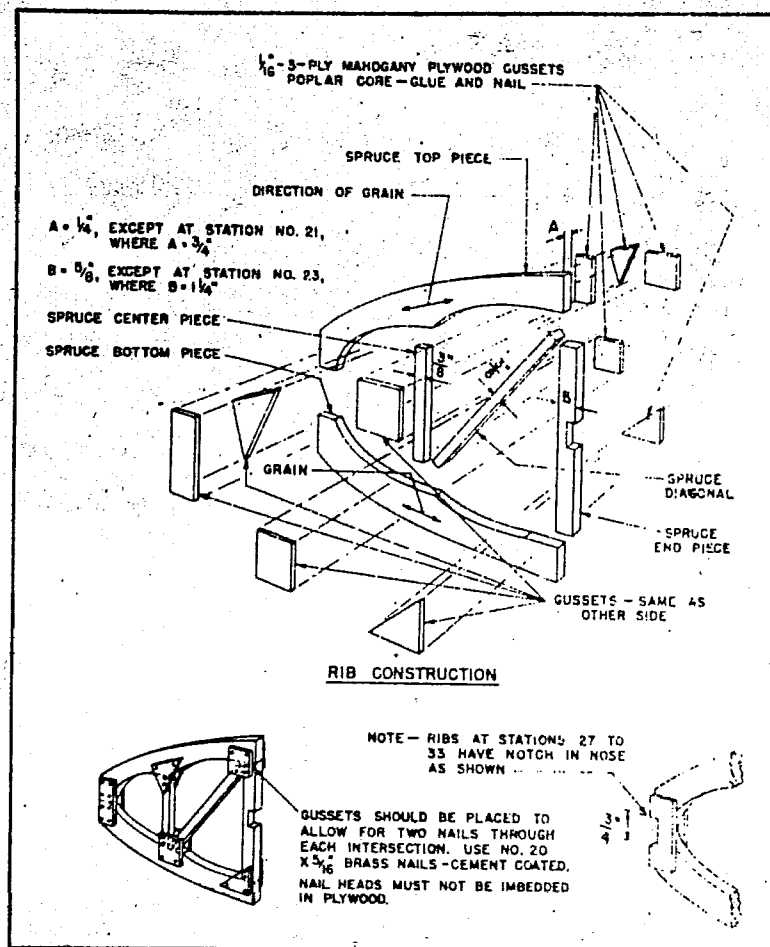
☐ Additional Sheets Are Attached

Section II
Paragraphs 8-9

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Figure 14—Nose Ribs

Stations
2 to 6
8 to 23
26 to 33
inclusive



8. FLAP AND AILERON RIBS.

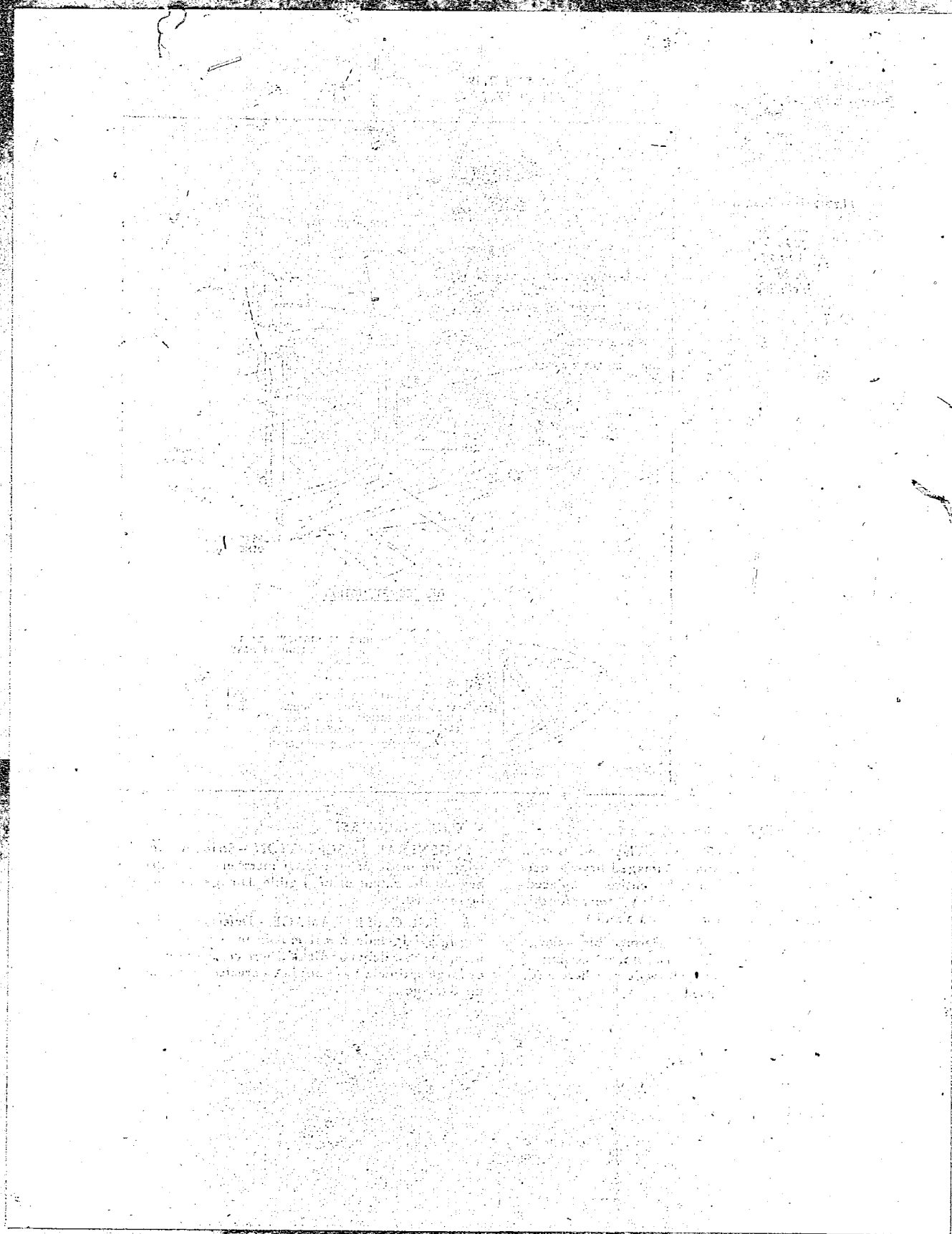
a. GENERAL DESCRIPTION.—Flap and aileron ribs are of solid spruce and if damaged beyond permissible repair they should be entirely replaced. Original members can be employed as patterns for this purpose. (See figure 4 for part numbers.)

b. NEGLIGIBLE DAMAGE.—Permissible damage should be limited to lineal cracks not exceeding 1/2 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 1/2 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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Section II
Paragraph 2

Inspection 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. DAMAGE 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 $1\frac{1}{4}$ inch 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 $\frac{1}{8}$ inch wood over the patch and nailing it into the ribs adjacent to the damage, using 19 gage x $\frac{1}{4}$ 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. 1 $\frac{1}{2}$ 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 manner 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 $\frac{1}{2}$ inch away from stringers and $\frac{3}{8}$ inch away from ribs, except at spars or station No. 11, where the skin is cut flush with the edge of the member.

Note

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-out, as indicated by section A-A of figure 5. Use $\frac{3}{8}$ inch x $\frac{3}{4}$ inch stock along ribs and $\frac{1}{2}$ inch x $\frac{3}{4}$ inch stock along stringers (greater dimension parallel to surface). 19 gage x $\frac{1}{4}$ 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 $\frac{1}{8}$ 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 $\frac{1}{4}$ 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. 1 $\frac{1}{2}$ sandpaper, and apply wood sealer.

(11) Replace fabric as explained in section VIII.

g. 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 surfaces.

(3) In all cases, cut away the skin to a line parallel to the $\frac{1}{8}$ 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.

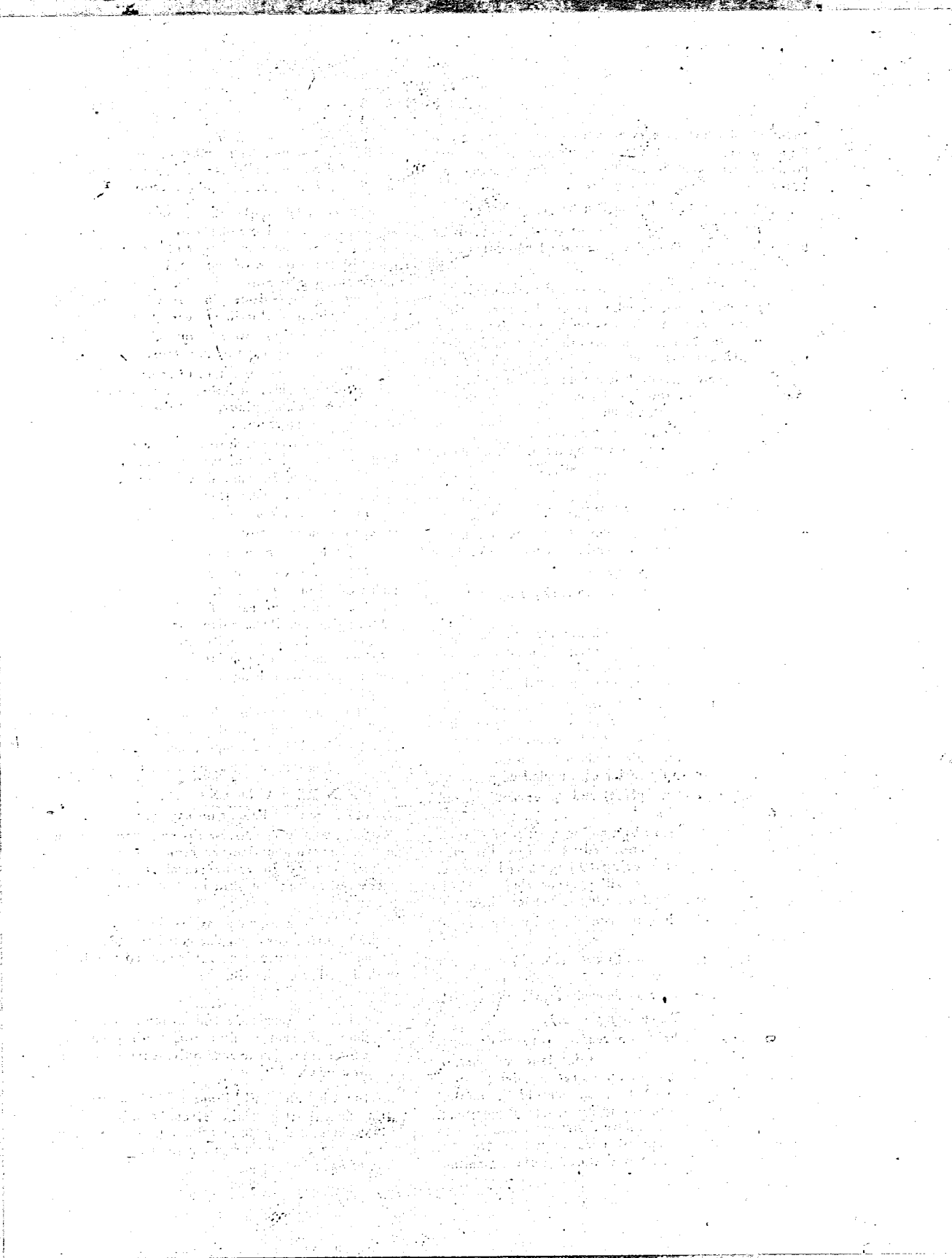
Note

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 $\frac{3}{8}$ inch x $\frac{3}{4}$ 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 $\frac{1}{4}$ inch steel nails. See section A-A of figure 6.

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Cont. from Page 7

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Section II
Paragraphs 2-4

(5) After glue has set four hours, apply wood 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 another for the bottom if possible. If materials at hand do not permit this, apply the skin in panels so that the joints 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 span.

(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 to ribs.

(10) Start nails in outer surface along penciled rib lines, leading edge, tip or root and trailing edge. Use 20 gage x $\frac{3}{8}$ inch brass nails, cement-coated, spaced at $\frac{3}{4}$ 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 $\frac{1}{4}$ inch 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. 1 $\frac{1}{2}$ 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.

Note

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 $\frac{5}{64}$ 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 $\frac{3}{8}$ inch away from the spar and $\frac{1}{2}$ inch away from ribs.

(2) Use $\frac{3}{8}$ inch x $\frac{3}{8}$ inch reinforcing strips along the spar, and $\frac{1}{2}$ inch x $\frac{3}{8}$ inch strips along the ribs. (Refer to section A-A of figure 7.)

(3) A spruce strip, $\frac{3}{8}$ inch x $\frac{3}{8}$ 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 plywood.

b. NEGLIGIBLE DAMAGE.

(1) Minor scratches, not exceeding $\frac{1}{64}$ 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.

(1) Sections of spars containing elongated or worn bolt holes may be re-drilled to accommodate a $\frac{1}{16}$ 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.

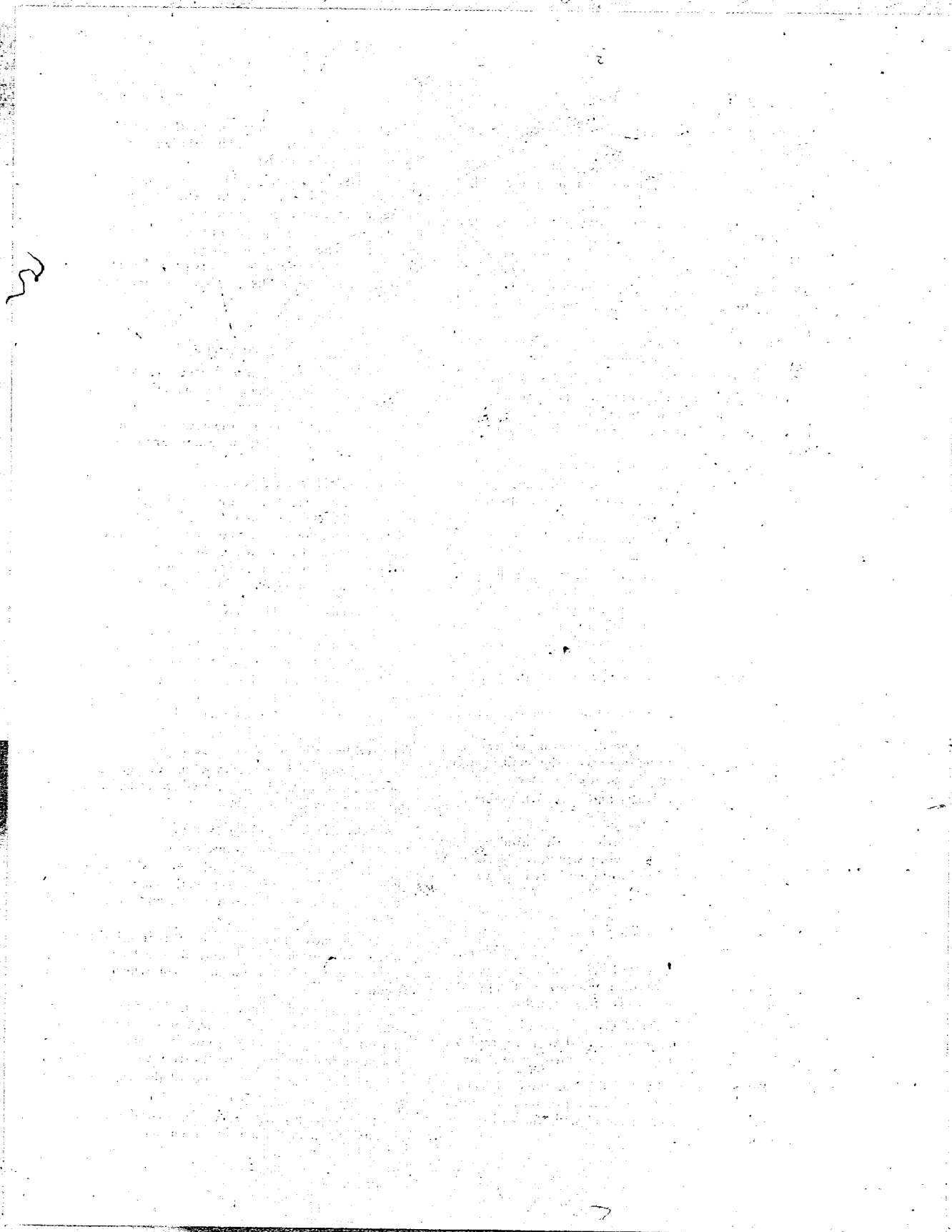
(5) Scarf the trimmed end of the spar on a 10 to 1 slope.

(6) Prepare a new piece for installation, taking dimensions from the original member.

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FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 2-11-91



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Section I

Section #11
Bar. 3

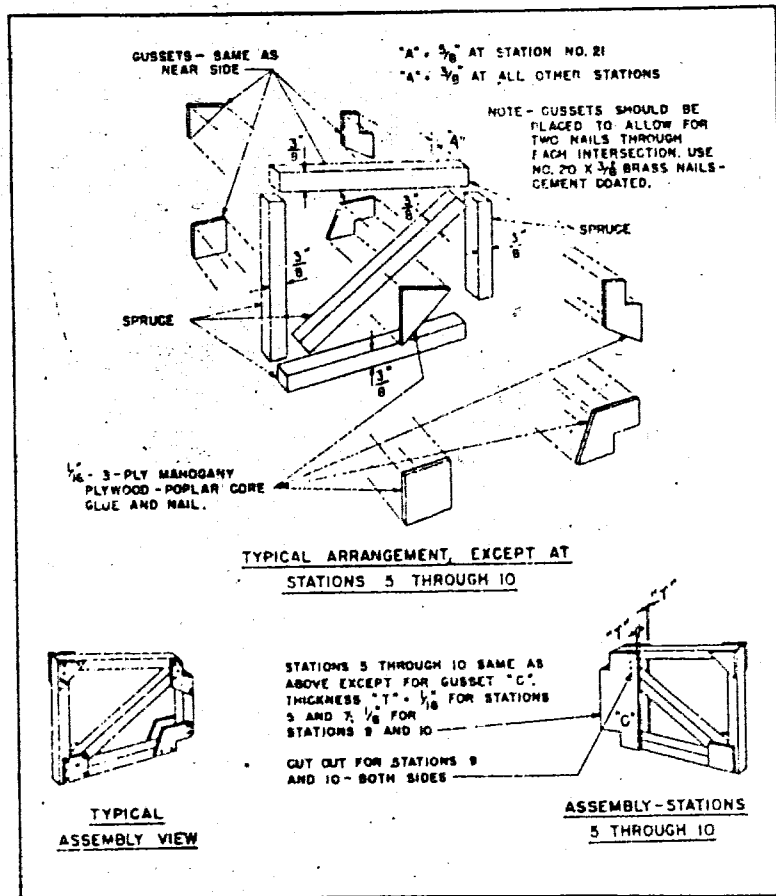


Figure 15—Butt Ribs

Stations
3 to 21
inclusive

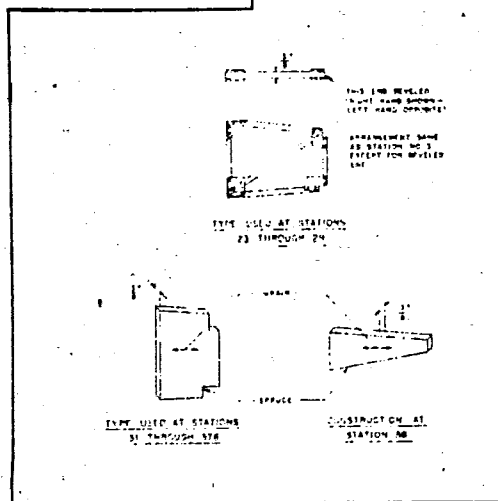
Figure 16—Butt Ribs

Stations
23 to 28
inclusive

TABLE III
MATERIALS FOR REPAIR OF WING,
FLAP, AND AILERON

(For possible substitutes, refer to section X)

Material	Specification	Remarks
Spruce, Sitka	AN-S-6	For spars, ribs, and stringers.
Plywood, mahogany	AN-NN-P-511	3-ply; wing, flap, and aileron skin; rib gussets and webs.
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	AN-G-8	
Nails, brass, cement-coated	20 gage x $\frac{3}{4}$ in. and 20 gage x $\frac{1}{2}$ in.	For attaching plywood skin or other outside surfaces.
Nails, steel	17 gage x $\frac{3}{4}$ in. and 17 gage x 1 in.	For reinforcing strips or where interior use.



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FAA AIRCRAFT REGISTRY
CAMERA NO. / DATE: 2-11-91

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 704-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION NMA - FSDO - 60	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE HOWARD		MODEL DGA 15P		
	SERIAL NO. 748		NATIONALITY AND REGISTRATION MARK N9887H		
2. OWNER	NAME (As shown on registration certificate) KEVIN T. KENNELLY		ADDRESS (As shown on registration certificate) 2325 BLM ST DENVER, COLO. 80207		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	(As described in item 1 above)			☒	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
TERRY E. EDWARDS 1514 CHAMBERS DR. BOULDER, COLO. 80303			☒ U.S. CERTIFICATED MECHANIC		1448093
			☐ FOREIGN CERTIFICATED MECHANIC		
			☐ CERTIFICATED REPAIR STATION		
			☐ MANUFACTURER		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 3/4/86			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Terry E. Edwards</i>		
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION		OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	☐ CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 3/4/86		CERTIFICATE OR DESIGNATION NO. 1448093		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Terry E. Edwards</i>	

NOTICE

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

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

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, CLEANED AND PRIMED. FABRICATED NEW RIBS AFT OF REAR SPAR I/A/W FIG. 15 & TABLE III OF SITKA SPRUCE. FABRICATED NEW REAR SPAR OF LAMINATED SITKA SPRUCE I/A/W PAGE 9, PARA 4. REPAIRED ALL LOWER SURFACE RIB GUSSETS AND OTHER MISC. RIB GUSSETS I/A/W PG. 13, PARA. 7d (1)(b). INSTALLED APPROX. 1/4 OF THE UPPER XXXX 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 MAHOGANY PLY., MIL SPEC P-6070, I/A/W PG. 5, PARA. 2.8. WELDWOOD RESORCINAL GLUE USED THROUGHOUT. PRESERVED WITH POLYURETHANE VARNISH.

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

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

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

-----END-----

☐ ADDITIONAL SHEETS ARE ATTACHED

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form ACA-307 (11-59) No. 5-11111111	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Policy Field Representative.	
1. TYPE OF APPLICATION (Check one)			
a. ☐ ORIGINAL ISSUANCE OF CERTIFICATE		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
c. ☒ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		f. ☐	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):			
a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)			
b. ☐ LIMITED (SEE CAR 8)			
c. ☐ RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be restricted)			
☐ AGRICULTURAL AND PEST CONTROL		☐ PATROLLING	
☐ AERIAL ADVERTISING		☐ FOREST AND WILDLIFE CONSERVATION	
☐ AERIAL SURVEYING		☐ WEATHER CONTROL	
☐ GUNBOAT TOWING		☐ OTHER	
d. ☐ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ REMEDIATION		☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT NAME Howard	b. AIRCRAFT MODEL CBA-15P	c. AIRCRAFT SERIAL NO. 748	
d. ENGINE MAKE Pitt	e. ENGINE MODEL 1340AH-1		
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Don Phelmacher	b. PERMANENT MAILING ADDRESS 2381 As James St. Ventura, Cal.	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-9887H	
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-300 (PART A), DATE OF ISSUE 6-28-56.			
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-306 (PART B), FORM ACA-306, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-510 ON _____ (DATE)			
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by section 101 of the Civil Aeronautics Act of 1958, as amended.			
ATTACHMENTS (Check all that apply)		Don Phelmacher (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) June 1, 1959 (DATE)	
☐ ACA-319		☒ WEIGHT AND BALANCE REPORTS	
☒ ACA-317.5		☐ DATA, DRAWINGS, ETC.	
☐ ACA-317		☐ UNAPPROVED DEVIATION DATA	

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

1. The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:

A. AIRCRAFT AND ENGINE CERTIFICATION BASIS

1. AIRCRAFT CERTIFICATION NO. H-117 THROUGH SHEET REVISION NO. 2. AIRCRAFT LISTING PAGE NO. 3. AIRWORTHINESS DIRECTIVE SUMMARY THROUGH CARD NO. 59-10

4. CIVIL AIR REGULATION PART 1 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

A. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY

B. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED

C. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1441:15 HOURS

D. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. 2P124798 TOTAL HOURS 615:05SERIAL 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 Aug 26 58 (DATE)

BY AIRCRAFT MANUFACTURER

BY APPROVED REPAIR STATION, CERTIFICATE NO. BY INSPECTOR, CERTIFICATE NO. IA 118 3431

B. PREVIOUS AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

A. OPERATION LIMITATIONS, FORM ACA-134, WAS ISSUED (COPY ATTACHED)

B. CURRENT OPERATION LIMITATIONS, FORM ACA-134, IS AVAILABLE IN AIRCRAFT

C. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT

D. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT

E. AIRCRAFT INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS

F. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED (DATE)G. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE May 8, 59 (DATE)BY (NAME OF ISSUING REPRESENTATIVE)CAA Engineering (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station

No. by CAR 52 and was found to be:☐ AIRWORTHY☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

(Check appropriate box)

DESIGNER'S SIGNATURE

DESIGNATION NO.

DATE

AVIATION SAFETY AGENT'S SIGNATURE

CAA DESIGNATION NO.

DATE

Harold K. Kelly4-136-1-59☐ ACCEPTED☐ REINSPECTED☒ NOT CHECKED☒ ATTACHMENT7371 del 5-4-59 & 5-23-59

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
 STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N540PH	2. MANUFACTURER AND MODEL Howard DGA15P	3. AIRCRAFT SERIAL NUMBER 748	4. CATEGORY Normal
---	---	--	------------------------------

5. AUTHORITY AND BASIS FOR ISSUANCE
 This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1928 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.
 Exceptions:

6. TERMS AND CONDITIONS
 Unless sooner surrendered, suspended, or revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE 6/1/59 (Exchange)	FAA REGIONAL OFFICE Perry, H. Cusack	DESIGNATION NUMBER BA-GADO-5
--	--	--

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA AIRCRAFT REGISTRY

CAMERA NO. 54 DATE: 11-30-81

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION		
CERTIFICATE OF AIRWORTHINESS		
1. AIRCRAFT REGISTRATION MARKS N98871	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION STANDARD	
3. This Certificate of Airworthiness is issued pursuant to the Civil Aeronautics 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.		
4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 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 ISSUANCE 6-1-59	6. FAA REPRESENTATIVE <i>Harold R. Phillips</i> Harold R. Phillips	7. DESIGNATION NO. 4-13
8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.		

Howard DGA 15P

Serial # 748

C M Smith

RECEIVED
OCT 2 1974

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
AGL-GADO MILWAUKEE				OFFICE IDENTIFICATION AGL-GADO-13	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE Howard		MODEL DGA15P		
	SERIAL NO. 748		NATIONALITY AND REGISTRATION MARK N9887H		
2. OWNER	NAME (As shown on registration certificate) Frank Youngquist		ADDRESS (As shown on registration certificate) 5924 Oakwood Rd. Franklin, Wisconsin 53132		
	3. FOR FAA USE ONLY				
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Ralph E. Duddel 1601 Utah St. Watertown, Wisconsin 53094		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		AEP 609310	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE 10-15-74		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph E. Duddel</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 10-15-74		CERTIFICATE OR DESIGNATION NO. 609310		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Ralph E. Duddel</i>	

NOTICE

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

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

Removed both wings. Removed all damaged plywood from both wings. Splice rear spar, right wing 48" 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 Ceconite 101 and finished in accordance with Process developed by Cooper Engineering of Van Nuys, California. All work accomplished in accordance with AC43.13-A1 page 7 figure 1.4, page 13 figure 1.10 and page 19 figure 1.15.

**** END ****

☐ ADDITIONAL SHEETS ARE ATTACHED

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 45-03	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Howard		MODEL	DGA15P
	SERIAL NO.	748		NATIONALITY AND REGISTRATION MARK	N9887H
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Chuck Easton dba Mountain Sport Parachute Center			PO Box 1113 Greeley, Colorado 80631	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Charles W. Easton		☒ U.S. CERTIFICATED MECHANIC ☐ FOREIGN CERTIFICATED MECHANIC ☐ CERTIFICATED REPAIR STATION ☐ MANUFACTURER		A&P 1373244	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
8 Dec 1970		<i>Charles W. Easton</i>			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒ INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
8 Dec 1970		IA1373244	<i>Charles W. Easton</i>		

NOTICE

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

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

12/28/70 Howard NCA15F Ser. 748 8Dec.1970

Major repairs as follows.

1. Loose gussets in trailing edges both wings reglued and or replaced as necessary. Wings revarnished as necessary.
2. Replaced previously repaired vertical fin with serviceable unit.
3. Recovered entire aircraft excluding flaps and ailerons with Stits Poly-Fiber process, STC SA 1008WE, using pigmented butyrate dope as finish coat.
4. Replaced both halves of windshield with new tinted assemblies.
5. All work accomplished in accordance with applicable portions of AC43.13-1, Stits Poly-Fiber process manual, and Howard manuals AM 01-170CB-3 and NAVAER 01-170RA-2

Major alterations as follows.

1. Removed a Harco Superhomer 7# -18"
2. Installed 51# Lead Ballast at 214" aft of datum at ballast attach points in fuselage.
3. Aircraft weighed, Empty Wt. 3015# Empty C.G. 49.3"
4. Installed Nav-Com 300 Part No. 51SR And remote indicator Part No. 51RA. Wt. 12# -15in. in left side of instrument panel, where Superhomer was removed, using 8-32 mach screws and AN365 nuts.
5. Antenna installation previously installed and checked OK.
6. Installation and all wiring has been inspected, and conforms to the applicable portions of Chap. 2 of AC43.13-2 ref fig 2.2
7. Weight and Balance, log books, and equipment list revised to show additions and deletions of above equipment. Ref AC43.13-1 Chap 13 Par. 342 thru 348
8. Aircraft placarded in accordance with procedures set forth in notes 142 of Aircraft Specification No. A-717

*****Nothing Follows*****

☐ ADDITIONAL SHEETS ARE ATTACHED

AIRCRAFT OPERATING RESTRICTIONS WITH DOOR REMOVEDHoward DGA-15PS/N 748N9887H

1. This aircraft may be flown with not more than one cabin door removed, subject to the following restrictions:
 - a. Maximum speed not to exceed 140 MPH TIAS.
 - b. No acrobatic maneuvers are permitted.
 - c. Maximum yaw angle 10° ; maximum bank angle 15° .
 - d. An FAA (CAA) approved safety belt installation must be provided for each occupant.
 - e. 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 pilot'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 aboard, prior to conducting any other flight operations. This flight and the related log entry need be accomplished one time only.
3. The following placard 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 must be carried in the aircraft when flight operations are conducted with the door removed.

Note: When parachute jumping operations are being conducted, it is recommended that all occupants wear parachutes.

APRIL 5, 1963
Date:

Richard Henderson N6-CAAD-3
General Aviation Inspector, FAA

APR 15 1 51 PM '69
 FEDERAL AVIATION
 AGENCY - ALBUQUERQUE, N.M.
 OMAHA CITY, OKLA.

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION 1-005	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	Howard	MODEL	DGA-15P	
	SERIAL NO.	748	NATIONALITY AND REGISTRATION MARK	N 9887H	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	Green County Sport Parachute Center Corp.		Rural Route 5 Xenia, Ohio 45410		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTER- ATION
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
C.M. Smith		☒ U.S. CERTIFICATED MECHANIC		A&P 17756	
771 N. Monroe Dr.		☐ FOREIGN CERTIFICATED MECHANIC			
Xenia, Ohio 45385		☐ CERTIFICATED REPAIR STATION			
		☐ MANUFACTURER			
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
DATE		SIGNATURE OF AUTHORIZED INDIVIDUAL			
20 April 1967		C.M. Smith			
7. APPROVAL FOR RETURN TO SERVICE					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is: ☒ APPROVED ☐ REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	☒	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	Verified by Operator #104
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL	
20 April 1967		A&P 17756		C.M. Smith	

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.

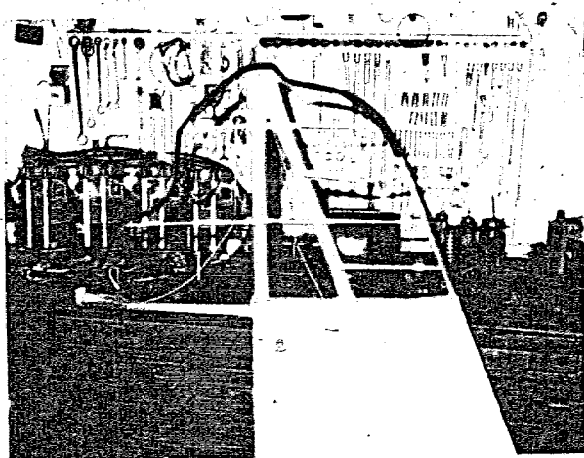
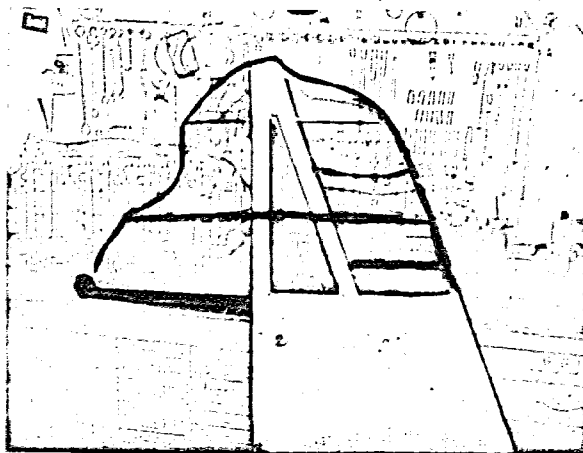
8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

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, (Reference AC 43.13-1 chapter 2 paragraph 50 figure 2.5.) Interior of tubing was ~~garriat~~ corrosion 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. and.

☒ ADDITIONAL SHEETS ARE ATTACHED

This is an attachment to FAA Form 337 dated 20 April 1967.
Repair to Howard vertical stabilizer N 9587H serial 748.

Blue indicates tubing replaced



Revised by Captain 7104

FAA AIRCRAFT REGISTRY

CAMERA NO. 5M DATE: 11-30-81

MICRO

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-17415
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check which)		
☒ a. ORIGINAL ISSUANCE OF CERTIFICATE ☐ b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE ☐ c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE ☐ d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 ☐ e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 ☐ f.		
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):		
☐ a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) ☐ b. LIMITED (SEE CAR 9) ☐ c. RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted) ☐ AGRICULTURAL AND PEST CONTROL ☐ AERIAL ADVERTISING ☐ AERIAL SURVEYING ☐ GLIDER TOWING ☐ PATROLLING ☐ FOREST AND WILDLIFE CONSERVATION ☐ WEATHER CONTROL ☐ OTHER ☒ d. EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) ☒ RESEARCH AND DEVELOPMENT ☐ AMATEUR-BUILT ☐ DEMONSTRATION ☐ RACING ☐ EXHIBITION ☐ OTHER Flight test for STC		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE Howard	b. AIRCRAFT MODEL DGA-15P	c. AIRCRAFT SERIAL NO. 748
d. ENGINE MAKE Pratt & Whitney	e. ENGINE MODEL R1340-AN1	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME Don H. Shoemaker	b. PERMANENT MAILING ADDRESS 2381 South James St. Ventura, California	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 9887H
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration: ☐ a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE <u>June 28, 1956</u> ☐ b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. W-200 ON _____ (DATE) ☐ c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____ *In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (15) of the Civil Aeronautics Act of 1938, as amended.		
ATTACHMENTS (Check which) ☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT ☐ ACA-337 ☐ DATA, DRAWINGS, ETC. ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA		
 (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) _____ (DATE) _____ (TITLE) _____		

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- ☐ AIRCRAFT SPECIFICATION NO. 4-717 THROUGH SHEET REVISION NO. June 20, 1949
- ☐ AIRCRAFT LISTING PAGE NO. _____
- ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1958 (YEAR) THROUGH CARD NO. 58-16
- ☐ CIVIL AIR REGULATION PART 6 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1390:25 HOURS
- ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | |
|----------------------------|---------------------------|
| SERIAL NO. <u>ZP104798</u> | TOTAL HOURS <u>564:15</u> |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |

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

- ☒ LAST AIRWORTHINESS INSPECTION CONDUCTED August 26, 1958 (DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
- ☒ BY MECHANIC, CERTIFICATE NO. IA 1183431
- ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- ☒ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE May 8, 1959 (DATE)
- ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE Permanent (DATE) BY Harold Z. Buck (NAME OF ISSUING REPRESENTATIVE) Region II, IA, ASDO 13 (DESIGNATION/ID)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded, certificated repair station No. _____ by CAR 52 and was found to be:

☐ AIRWORTHY☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO. <u>Engineering</u> <u>Field Specilst.</u> <u>IA-235.2</u>	DATE <u>April 17, 1959</u>	

☒ ATTACHMENT

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

FS-76

APR 11, 1952

R. K. S. Schenker
2311 South Jones Street
Bakersfield, California

Dear Mr. Schenker:

This letter is in the form of an Operations Limitations, setting forth the conditions under which your Model 17-150, 194201, Serial No. 715 may be operated.

These limitations become a part of the airworthiness certificate and shall be carried in the aircraft at all times when the aircraft is operated in the experimental category.

1. This aircraft is certified for the purpose of conducting official U.S. flight tests pertaining to the installation of a fiber glass cowl.
2. Flight tests to be accomplished over areas where failure of the aircraft will not endanger persons or property on the ground.
3. All flights must be conducted in compliance with the requirements of FAR 60.12 and 60.24.
4. Flights limited to the continental limits of the United States of America.
5. Only personnel essential to the purpose of the flight may be carried.
6. The aircraft is not to be operated for hire or reward.
7. The center of gravity and gross weight limitations of the pertinent aircraft specification shall be observed. This information shall be maintained and kept readily available.
8. A sign with the word "Experimental" shall be displayed on each side of the aircraft. These signs may be removable to facilitate returning the aircraft to the standard category.

235.2 5/5/52

April 17, 1959

- I. These Operations Limitations shall be in full view of the pilot when the aircraft is operated in the experimental category.
- J. Flights shall be conducted only under daylight VFR conditions.
- K. The experimental airworthiness issued to the aircraft expires at 1800 PST on May 8, 1959.

Sincerely yours,

ORIGINAL SIGNED BY
W. A. KLIKOFFW. A. Klikoff,
Chief, Aircraft Engineering Division

EDJohnson: LA-235.2

cc: LA-235.2 (3), 18-16, 11-100, LA-257 (2)

LA-241

FAA AIRCRAFT REGISTRY

CAMERA NO. 51 DATE: 11-30-81

TO: CHIEF, AIRCRAFT REGISTRY
FROM: [illegible]

RE: [illegible] (C) [illegible]

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved, Federal Bureau No. 41-10000-100
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.
1. TYPE OF APPLICATION (Check one)		
☐ a. ORIGINAL ISSUANCE OF CERTIFICATE ☐ b. ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE ☐ c. AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE ☐ d. RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 ☐ e. MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 ☐ f. <i>EXPIRATION DATE</i>		
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):		
☐ a. STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) ☐ b. LIMITED (SEE CAR 3) ☐ c. RESTRICTED (SEE CAR 5) (Check the restriction special purpose operation(s) to be conducted) ☐ AGRICULTURAL AND PEST CONTROL ☐ AERIAL ADVERTISING ☐ AERIAL SURVEYING ☐ GLIDER TOWING ☐ PATROLLING ☐ FOREST AND WILDLIFE CONSERVATION ☐ WEATHER CONTROL ☐ OTHER ☒ d. EXPERIMENTAL (Check the type of experimental operation(s) to be conducted) ☒ RESEARCH AND DEVELOPMENT ☐ AMATEUR-BUILT ☐ DEMONSTRATION ☐ RACING ☐ EXHIBITION ☒ OTHER <i>Flight Testing.</i>		
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE <i>HOWARD</i>	b. AIRCRAFT MODEL <i>D-5 A-15P</i>	c. AIRCRAFT SERIAL NO. <i>748</i>
d. ENGINE MAKE <i>PYR</i>	e. ENGINE MODEL <i>R-1340-AN1</i>	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME <i>Don Sheeharick</i>	b. PERMANENT MAILING ADDRESS <i>2381 S JAMES VENTURA, CALIF</i>	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <i>N-9887H</i>
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:		
☒ a. CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE <i>June 6 56</i>		
☐ b. APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. W-503 ON _____ (DATE)		
☐ c. DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____		
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1958, as amended.		
ATTACHMENTS (Check which)		
☐ ACA-315 ☐ WEIGHT AND BALANCE REPORT ☐ ACA-337 ☐ DATA, DRAWINGS, ETC. ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA		
<i>Don Sheeharick</i> (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) <i>May 31 56</i> (DATE) _____ (TITLE)		

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
- b. ☐ AIRCRAFT LISTING PAGE NO. _____
- c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) _____ THROUGH CARD NO. _____
- d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. ☐ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF ✓ 1275 HOURS
- d. ☐ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | |
|------------------|--------------------------|
| SERIAL NO. _____ | TOTAL HOURS <u>✓ 520</u> |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |
| SERIAL NO. _____ | TOTAL HOURS _____ |

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED _____ (DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
- ☐ BY MECHANIC, CERTIFICATE NO. _____
- b. ☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☒ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. ☐ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. ☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Aug 1, 1958 (DATE)
- g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
- BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- ☐ AIRWORTHY
- ☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
AVIATION SAFETY AGENCY SIGNATURE	CAA DESIGNATION NO.	DATE	

☒ ATTACHMENT

Operation Limitation

Request supplemental license
for flight testing Howard
DGA 15P N9887H with
P+W 1340 installed in place
of 985. Request 60 day for
testing.
Don Phemmer



FLINE PETE

THE DON MYERS COMPANYSALE ALSO AIRPORT, TOLSON 12 1981, SALE ALSO CALIFORNIA
NORTHERN CALIFORNIA'S COMPOSITE AVIATION SERVICE

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONGeneral Safety District Office
Van Nuys Airport
7860 Rayvenhurst Avenue
Van Nuys, California

May 27, 1968

Mr. Don Shoemaker
2381 South James Street
Ventura, California

Dear Mr. Shoemaker:

The following Operations Limitations will apply to your Howard DGA-15P Aircraft, Serial No. 748, Registration N9887H:

1. Aircraft certificated in the EXPERIMENTAL Airworthiness classification for the purpose of flight testing following the installation of an H-1540 engine.
2. Take-offs and landings to be made at Oxnard-Ventura County Airport only.
3. 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.

S. T. Naught

General Safety Inspector, 4-13

FAA AIRCRAFT REGISTRY

CAMERA NO. 5M DATE: 11-30-81

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved, Budget Bureau No. 41-R041.5

APPLICATION FOR AIRWORTHINESS CERTIFICATE
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS

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

1. TYPE OF APPLICATION (Check which)

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

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

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

- a. ☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
☐ AGRICULTURAL AND PEST CONTROL
☐ AERIAL ADVERTISING
☐ AERIAL SURVEYING
☐ GLIDER TOWING
☐ PATROLLING
☐ FOREST AND WILDLIFE CONSERVATION
☐ WEATHER CONTROL
☐ OTHER
d. ☐ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
☐ RESEARCH AND DEVELOPMENT
☐ AMATEUR-BUILT
☐ DEMONSTRATION
☐ RACING
☐ EXHIBITION
☐ OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE

x HOWARD

b. AIRCRAFT MODEL

x OGA-15P

c. AIRCRAFT SERIAL NO.

x 748

d. ENGINE MAKE

x P + W

e. ENGINE MODEL

x R 985-19

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

x DON SCHOEMAKER
2381 S JAMES

b. PERMANENT MAILING ADDRESS

x 2381 S JAMES

c. AIRCRAFT NATIONALITY
AND REGISTRATION MARK

x N-9887H

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

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

- a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE x JUNE 28 1956
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1935, as amended.

ATTACHMENTS (Check which)

- ☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT
☐ ACA-327 ☐ DATA, DRAWINGS, ETC.
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA

x Don Schoemaker
(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)x Dec 9 57
(DATE)x Owner
(TITLE)

DON PHOEMAKER HOWARD

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- ☒ a. AIRCRAFT SPECIFICATION NO. 117 THROUGH SHEET REVISION NO.
- ☐ b. AIRCRAFT LISTING PAGE NO.
- ☒ c. AIRWORTHINESS DIRECTIVE SUMMARY 56 (YEAR) THROUGH CARD NO. 57-24
- ☐ d. CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- ☐ a. AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- ☐ b. COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- ☒ c. AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1262 HOURS
- ☒ d. ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | |
|---|---------------------------|
| ☒ SERIAL NO. <u>AE 39-570</u> | TOTAL HOURS <u>297</u> |
| SERIAL NO. <u> </u> | TOTAL HOURS <u> </u> |
| SERIAL NO. <u> </u> | TOTAL HOURS <u> </u> |
| SERIAL NO. <u> </u> | TOTAL HOURS <u> </u> |

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

- ☒ a. LAST AIRWORTHINESS INSPECTION CONDUCTED July 22 57 (DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION, CERTIFICATE NO.
- ☒ BY MECHANIC, CERTIFICATE NO. 1251227
- ☒ b. PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- ☐ a. OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- ☒ b. CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT YES
- ☐ c. CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- ☒ d. CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT YES
- ☐ e. THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- ☒ f. CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED 12-5-57 (DATE)
- ☒ g. PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 2-1-58 (DATE)
- BY HE Buck (NAME OF ISSUING REPRESENTATIVE) CA 4 (DESIGNATION NO.) 4-13

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. by CAR 52 and was found to be:

- ☐ AIRWORTHY
- ☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE
<u>Harold Z. Buck</u>	<u>4-13</u>	<u>12-5-57</u>

☐ ATTACHMENTReg. 4 LA
ASDO 13

- ☐ ACCEPTED
- ☐ REINSPECTED
- ☐ SPOT CHECKED

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved. Budget Bureau No. 41-R6415.

APPLICATION FOR AIRWORTHINESS CERTIFICATE
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT

INSTRUCTIONS

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

1. TYPE OF APPLICATION (Check which)

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

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

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

- a. ☐ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)
b. ☐ LIMITED (SEE CAR 9)
c. ☐ RESTRICTED (SEE CAR 8)
(Check the restricted special purpose operation(s) to be conducted)
 ☐ AGRICULTURAL AND PEST CONTROL
 ☐ AERIAL ADVERTISING
 ☐ AERIAL SURVEYING
 ☐ GLIDER TOWING
d. ☒ EXPERIMENTAL
(Check the type of experimental operation(s) to be conducted)
 ☒ RESEARCH AND DEVELOPMENT
 ☐ AMATEUR-BUILT
 ☐ DEMONSTRATION
 ☐ PATROLLING
 ☐ FOREST AND WILDLIFE CONSERVATION
 ☐ WEATHER CONTROL
 ☐ OTHER
 ☐ PACING
 ☐ EXHIBITION
 ☐ OTHER

3. AIRCRAFT IDENTIFICATION (Complete all items)

a. AIRCRAFT MAKE

HOWARD

b. AIRCRAFT MODEL

DGA 15P

c. AIRCRAFT SERIAL NO.

d. ENGINE MAKE

Pitt

e. ENGINE MODEL

985-19

4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)

a. REGISTERED OWNER'S FULL NAME

Don Shoemaker

b. PERMANENT MAILING ADDRESS

20043 JAMES
VENTURA
CALIFc. AIRCRAFT NATIONALITY
AND REGISTRATION MARK

N-9887H

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

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

- a. ☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE June 28, 1956
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-500 ON _____ (DATE)
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1797, DATED _____

*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1958, as amended.

ATTACHMENTS (Check which)

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

(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)

(DATE)

(TITLE)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☐ AIRCRAFT SPECIFICATION NO. _____ THROUGH SHEET REVISION NO. _____
b. ☐ AIRCRAFT LISTING PAGE NO. _____
c. ☐ AIRWORTHINESS DIRECTIVE SUMMARY _____ (YEAR) THROUGH CARD NO. _____
d. ☐ CIVIL AIR REGULATION PART 5 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
b. ☐ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
c. ☐ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF _____ HOURS
d. ☐ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. _____ TOTAL HOURS _____
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 June 1957 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☐ BY MECHANIC, CERTIFICATE NO. _____
b. ☐ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☒ OPERATION LIMITATIONS, ~~FORM ACA-309~~, WAS ISSUED (COPY ATTACHED)
b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE FEB 28-1957 (DATE)
g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE _____ (DATE)
BY _____ (NAME OF ISSUING REPRESENTATIVE) _____ (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- ☐ AIRWORTHY
☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE
<i>Harold J. Puck</i>	4-13	11-5-57

☐ ACCEPTED
☐ REINSPECTED
☐ SPOT CHECKED

☐ ATTACHMENTReg. 4 LA
ASDO 13

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONGeneral Safety District Office
Van Nuys Airport
7550 Hayvenhurst Avenue
Van Nuys, Calif.

November 5, 1967

HOWARD EO-A-16P

19887H

THIS AIRPLANE HAS BEEN CERTIFICATED IN THE EXPERIMENTAL CATEGORY FOR THE PURPOSE OF FLIGHT TESTING MODIFIED ENGINE COWLING AND AERODYNAMIC CLEAN-UP MODIFICATIONS PRIOR TO TYPE CERTIFICATION.

NO PASSENGERS OR CARGO TO BE CARRIED.

OCUPANCY OF THE AIRCRAFT TO BE LIMITED TO THE CREW NECESSARY FOR THE PURPOSE OF THE FLIGHT.

ALL FLIGHTS SHALL BE MADE ONLY IN VFR WEATHER CONDITIONS.

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

NO FLIGHTS TO BE CONDUCTED OVER HIGHLY POPULATED AREAS OR LARGE GATHERINGS OF PEOPLE.

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

THIS AIRCRAFT SHALL NOT BE OPERATED AFTER THE EXPIRATION DATE SHOWN ON THE AIRWORTHINESS CERTIFICATE, FORM ACA 1362, OR UNTIL SUCH TIME AS THE ADMINISTRATOR WILL GIVE NOTICE IN WRITING OF CANCELLATION PRIOR TO THAT DATE.

Harold Z. Buck
General Safety Inspector

U.S. DEPARTMENT OF COMMERCE
FAA AIRCRAFT REGISTRY

TO: [REDACTED]
FROM: [REDACTED]

SUBJECT: [REDACTED]

REFERENCE: [REDACTED]

THE FOLLOWING INFORMATION IS FOR YOUR INFORMATION ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. IT IS THE PROPERTY OF THE FAA AND IS TO BE KEPT IN CONFIDENTIALITY.

THE INFORMATION IS TO BE USED FOR THE PURPOSE OF THE AIRCRAFT REGISTRY. IT IS TO BE KEPT IN CONFIDENTIALITY AND IS NOT TO BE DISCLOSED TO ANY OTHER PARTY.

THE INFORMATION IS TO BE USED FOR THE PURPOSE OF THE AIRCRAFT REGISTRY. IT IS TO BE KEPT IN CONFIDENTIALITY AND IS NOT TO BE DISCLOSED TO ANY OTHER PARTY.

THE INFORMATION IS TO BE USED FOR THE PURPOSE OF THE AIRCRAFT REGISTRY. IT IS TO BE KEPT IN CONFIDENTIALITY AND IS NOT TO BE DISCLOSED TO ANY OTHER PARTY.

THE INFORMATION IS TO BE USED FOR THE PURPOSE OF THE AIRCRAFT REGISTRY. IT IS TO BE KEPT IN CONFIDENTIALITY AND IS NOT TO BE DISCLOSED TO ANY OTHER PARTY.

THE INFORMATION IS TO BE USED FOR THE PURPOSE OF THE AIRCRAFT REGISTRY. IT IS TO BE KEPT IN CONFIDENTIALITY AND IS NOT TO BE DISCLOSED TO ANY OTHER PARTY.

Very truly yours,
[REDACTED]

SHOEMAKER'S TRUCK STATION

101 Highway

P. O. Box 25

Miller 2-2437

MONTALVO, CALIFORNIA

Date

Oct 31

1957

✓
Civil Aeronautics Administration
Aviation Safety Office
✓ Van Nuys, Calif.

Am requesting experimental Certificate for the
purpose of testing modified cooling on Howard
OGA 154 N9817H.

Don Shoemaker

OCT 31 1957
RECEIVED

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Basic Form No. 41-R-11.5.	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check all that apply)			
☐ ORIGINAL ISSUANCE OF CERTIFICATE ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE ☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 3 ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 3 ☐	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):			
☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) ☐ LIMITED (SEE CAR 3) ☐ RESTRICTED (SEE CAR 3) (Check the restricted special purpose operation(s) to be conducted): ☐ AGRICULTURAL AND PEST CONTROL ☐ AERIAL ADVERTISING ☐ AERIAL SURVEYING ☐ CLOSER TOWING ☐ PATROLLING ☐ FOREST AND WILDLIFE CONSERVATION ☐ WEATHER CONTROL ☐ OTHER ☐ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted): ☐ RESEARCH AND DEVELOPMENT ☐ AMATEUR-BUILT ☐ DEMONSTRATION ☐ RACING ☐ EXHIBITION ☐ OTHER			
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE <u>HOWARD</u>		b. AIRCRAFT MODEL <u>DGA-15P</u>	
c. AIRCRAFT SERIAL NO. <u>748</u>		d. ENGINE MAKE <u>PRATT & WHITNEY</u>	
e. ENGINE MODEL <u>985-19</u>			
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME <u>DON SHOFERAKER</u>		b. PERMANENT MAILING ADDRESS <u>2381 S. JAMES</u> <u>Ventura, Calif.</u>	
c. AIRCRAFT NATIONALITY AND REGISTRATION MARK <u>N-9887H</u>			
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)			
I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
☐ CERTIFICATE OF REGISTRATION, FORM A-500 (PART A). DATE OF ISSUE _____ ☐ APPLICATION FOR REGISTRATION, FORM A-500 (PART B). FORM A-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH. W-300 ON <u>NOV 7, 1981</u> ☐ PILOT'S REGISTRATION CERTIFICATE, FORM A-1707, DATED _____			
*In order to be eligible for registration an aircraft must be owned by an citizen of the United States, as defined by Section 101 of the Civil Aeronautics Act of 1958, as amended.			
ATTACHMENTS (Check which)		<u>Don Shofemaker</u> (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) <u>June 8, 1976</u> (DATE) <u>OWNER</u> (TITLE)	
☐ ACA-310 ☐ ACA-317 ☐ ACA-317		☐ WEIGHT AND BALANCE REPORT ☐ DATA, DRAWINGS, ETC. ☐ UNIMPROVED DEVIATION DATA	

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:
(Check appropriate boxes, attachable forms)

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- ☒ AIRCRAFT SPECIFICATION NO. 717 THROUGH SHEET REVISION NO. none
☐ AIRCRAFT LISTING PAGE NO. _____
☒ AIRWORTHINESS DIRECTIVE SUMMARY 56 (YEAR) THROUGH CARD NO. 11
☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1121:30 HOURS
☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
SERIAL NO. AC 39-590 TOTAL HOURS 156:47
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____
SERIAL NO. _____ TOTAL HOURS _____

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

- ☐ LAST AIRWORTHINESS INSPECTION CONDUCTED 4-20-56 (DATE)
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION CERTIFICATE NO. AE 1258927
☒ BY MECHANIC, CERTIFICATE NO. _____
☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS, ISSUED OR REVIEWED

- ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
☒ CURRENT OPERATION LIMITATIONS, FORM ~~ACA-309~~, IS AVAILABLE IN AIRCRAFT 43.10.0
☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 6-8-57 (DATE)
☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE unknown (DATE)
BY unknown (NAME OF ISSUING REPRESENTATIVE) (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- ☐ AIRWORTHY
☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT-CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>Harold G. Smith</u>	CAA DESIGNATION NO. Reg. 4 LA ASDO 13	DATE <u>6-11-56</u>	
☐ ATTACHMENT			

U.S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved, Bureau Drawing No. 41-73914	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check one)			
a. ☒ ORIGINAL ISSUANCE OF CERTIFICATE		d. ☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 3	
b. ☐ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		e. ☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 3	
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 air- worthiness classification(s):			
a. ☐ STANDARD (NORMAL UTILITY, ACROBATIC, TRANSPORT CATEGORIES)			
b. ☐ LIMITED (SEE CAR 3)			
c. ☐ RESTRICTED (SEE CAR 3) (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	
d. ☒ EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ DEMONSTRATION		☒ OTHER <i>Flight testing</i>	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE <i>Howard</i>		b. AIRCRAFT MODEL <i>DGA-15P</i>	
c. AIRCRAFT SERIAL NO. <i>748</i>		d. ENGINE MAKE <i>Pratt and Whitney</i>	
e. ENGINE MODEL <i>R-985-19</i>		f. AIRCRAFT NATIONALITY AND REGISTRATION MARK <i>N-7587H</i>	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME <i>Shoemakers Truck Station</i>		b. PERMANENT MAILING ADDRESS <i>P.O. Box 25 Montalvo Calif.</i>	
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
a. ☒ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A). DATE OF ISSUE <i>Aug 10, 1955</i>			
b. ☐ APPLICATION FOR REGISTRATION, FORM ACA-100 (PART B). FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH.			
c. ☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1007, DATED _____			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States as defined by Section 1 (12) of the Civil Aeronautics Act of 1934, as amended.			
ATTACHMENTS (Check all that apply)		(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT) <i>Jim Shoemaker</i>	
☐ ACA-310		☐ WEIGHT AND BALANCE REPORT	
☐ ACA-317		☐ DATA, DRAWINGS, ETC.	
☐ ACA-317		☐ UNAPPROVED DEVIATION DATA	
(DATE) <i>May 16, 1981</i>		(TITLE) <i>Owner</i>	

Attach old certificate -
 Attach letter giving reasons for X cert.

U. S. DEPARTMENT OF COMMERCE
 CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☒ AIRCRAFT SPECIFICATION NO. 712 THROUGH SHEET REVISION NO. _____
 b. ☐ AIRCRAFT LISTING PAGE NO. _____
 c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY _____ THROUGH CARD NO. _____
 d. ☒ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
 b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
 c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 11,307.30 HOURS
 d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | SERIAL NO. | TOTAL HOURS |
|-----------------|---------------|
| <u>AC29-570</u> | <u>156.48</u> |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED April 11, 1954 (DATE) ☒
☐ BY AIRCRAFT MANUFACTURER
☐ BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
☒ BY MECHANIC, CERTIFICATE NO. 258 1225031
 b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☒ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 b. ☐ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
 c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 e. ☐ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 7/31/56 (DATE)
 g. ☐ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 4-11-54 (DATE)
 BY Fred M. RNOX (NAME OF ISSUING REPRESENTATIVE) (DATE) 681 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. _____ by CAR 52 and was found to be:

- ☐ AIRWORTHY
☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNEE'S SIGNATURE	DESIGNATION NO.	DATE	☐ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE	CAA DESIGNATION NO.	DATE	
<u>B. T. Yant</u>	<u>Reg. 4 LA ASDO 13</u>	<u>5/21/56</u>	

☐ ATTACHMENT

SHOEMAKER'S TRUCK STATION

101 Highway

P. O. Box 25

Miller 3-9066

MONTALVO, CALIFORNIA

Date May 16 1956

Mr. Buob
Civil Aeronautics Administration
Van Nuys

Dear Mr. Buob

We would like to request an experimental Certificate
for Howard DGA-15P Ser No. 748 N 9487H pending
approval of 337 dated April 20 1956 for said Aircraft.

337 covers removal of both wing tips + changing
cowling to BT 13 cowling.

Sincerely,

Don Shoemaker

100-100000

100-100000

100-100000

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Aviation Safety District Office
San Fernando Valley Airport
7850 Rayvenhurst Avenue
Van Nuys, California

May 21, 1966

Shoemakers Truck Station
P. O. Box 25
Montalvo, California

Attn: Mr. Don Shoemaker

Gentlemen:

Forwarded herewith is an Airworthiness Certificate, Experimental category, for your Howard aircraft, N9987E.

The following operations limitations apply:

1. Aircraft certificated for the purpose of flight testing following modifications.
2. Only personnel essential to the flight to be carried.
3. Flight over densely populated areas, except for take-off and landing, prohibited.
4. Area of operations restricted to Santa Barbara, Ventura, and Los Angeles Counties.
5. Aircraft shall not be flown after July 31, 1966.

This letter to be carried in the aircraft during all operations.

Yours very truly,

B. T. Jacht
Aviation Safety Agent

Continued from page 1
 1. The aircraft is a Cessna 441Q
 2. The aircraft is a Cessna 441Q
 3. The aircraft is a Cessna 441Q

The aircraft is a Cessna 441Q
 The aircraft is a Cessna 441Q

1. The aircraft is a Cessna 441Q
2. The aircraft is a Cessna 441Q
3. The aircraft is a Cessna 441Q
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8. The aircraft is a Cessna 441Q
9. The aircraft is a Cessna 441Q
10. The aircraft is a Cessna 441Q

This aircraft is a Cessna 441Q
 The aircraft is a Cessna 441Q

Yours very truly,

H. J. [Signature]
 [Signature]

U.S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved, Budget Bureau No. 41-R0413	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT		INSTRUCTIONS Please print or type. Submit this form to the Civil Aeronautics Administration Aviation Safety Field Representative.	
1. TYPE OF APPLICATION (Check which)			
☐ ORIGINAL ISSUE OF CERTIFICATE		☐ RECERTIFICATION UNDER THE PROVISIONS OF CAR 8	
☒ ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE		☐ MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8	
☐ AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		☐	
2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s)) It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following air- worthiness classification(s):			
☒ STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)			
☐ LIMITED (SEE CAR 9)			
☐ 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	
☐ EXPERIMENTAL			
(Check the type of experimental operation(s) to be conducted)			
☐ RESEARCH AND DEVELOPMENT		☐ RACING	
☐ AMATEUR-BUILT		☐ EXHIBITION	
☐ DEMONSTRATION		☐ OTHER	
3. AIRCRAFT IDENTIFICATION (Complete all items)			
a. AIRCRAFT MAKE Howard		b. AIRCRAFT MODEL DGA-15P	
		c. AIRCRAFT SERIAL NO. 748	
4. ENGINE MAKE Pratt & Whitney		e. ENGINE MODEL R-985-19	
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)			
a. REGISTERED OWNER'S FULL NAME Worldcraft Sales Corporation		b. PERMANENT MAILING ADDRESS Brackett Field La Verne, Calif.	
		c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N-9887H	
5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item) I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:			
☐ CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____			
☒ APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH.			
W-CED ON <u>4-11-53</u> (DATE)			
☐ DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED _____			
*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (1b) of the Civil Aeronautics Act of 1938, as amended.			
ATTACHMENTS (Check which)		Chester P. Wilson (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)	
☐ ACA-319		☐ WEIGHT AND BALANCE REPORT	
☒ ACA-337		☐ DATA, DRAWINGS, ETC.	
☐ ACA-317		☐ UNAPPROVED DEVIATION DATA	
		April 11, 1953 (DATE)	
		President (TITLE)	

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

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

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

1. AIRCRAFT AND ENGINE CERTIFICATION BASIS

- a. ☒ AIRCRAFT SPECIFICATION NO. 717 THROUGH SHEET REVISION NO. -----
- b. ☐ AIRCRAFT LISTING PAGE NO. -----
- c. ☒ AIRWORTHINESS DIRECTIVE SUMMARY 1051 THROUGH CARD NO. 53-7
(YEAR)
- d. ☐ CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- a. ☐ AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b. ☒ COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c. ☒ AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1112:45 HOURS
- d. ☒ ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
- | | |
|-------------------------|---------------------------|
| SERIAL NO. <u>1409</u> | TOTAL HOURS <u>147:59</u> |
| SERIAL NO. <u>-----</u> | TOTAL HOURS <u>-----</u> |
| SERIAL NO. <u>-----</u> | TOTAL HOURS <u>-----</u> |
| SERIAL NO. <u>-----</u> | TOTAL HOURS <u>-----</u> |

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

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 4-10-53
(DATE)
- ☐ BY AIRCRAFT MANUFACTURER
- ☐ BY APPROVED REPAIR STATION CERTIFICATE NO. -----
- ☒ BY MECHANIC, CERTIFICATE NO. AEE 1225031
- b. ☒ PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- a. ☐ OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
- b. ☒ CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
- c. ☐ CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
- d. ☒ CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
- e. ☒ THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
- f. ☒ CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE 4-11-54
(DATE)
- g. ☒ PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE 4-6-53
(DATE)
- BY Albion G. Engmark (NAME OF ISSUING REPRESENTATIVE) 6340 (DESIGNATION NO.)

5. CAA APPROVED REPAIR STATION CERTIFICATION

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station
No. ----- by CAR 52 and was found to be:

- ☐ AIRWORTHY
- ☐ UNAIRWORTHY

(REPAIR STATION AUTHORIZED SIGNATURE)

(DATE)

6. CAA REPRESENTATIVE CERTIFICATION

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

DESIGNER'S SIGNATURE <u>[Signature]</u>	DESIGNATION NO. <u>61</u>	DATE <u>4-11-53</u>	☒ ACCEPTED ☐ REINSPECTED ☐ SPOT CHECKED
AVIATION SAFETY AGENT'S SIGNATURE <u>[Signature]</u>	CAA DESIGNATION NO. <u>6-579-6</u>	DATE <u>4-30-53</u>	

☐ ATTACHMENT

FEDERAL AVIATION AGENCY					Form approved, Budget Bureau No. 04-R060.
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE HOWARD	MODEL DGA -15P	SERIAL NO. 748	NATIONALITY AND REGISTRATION MARK N9887H	
2. OWNER	NAME (First, middle, last) James S. Edge		ADDRESS (Street and number, city, zone and State) 3401 East Asbury Denver, Colorado		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION	
a. AIRFRAME	***** (As described in item 1 above) *****			II II	
b. POWERPLANT	THE ALTERATION INCORPORATED HEREIN COMPLIES WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED ONLY FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTIONS BY A PERSON AUTHORIZED IN CAR 18.11(b). WE-GADO-5.				
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	DATE <u>4/5/63</u> SIGNED <u>Richard Henderson</u>			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
NORMAL	3125	13.5		1175	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS Ted E. Adkisson 340 Franklin Niwot, Colorado		b. KIND OF AGENCY ☒ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. AAP 1430703	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <u>4-5-63</u> (Date repair and/or alteration completed) <u>Ted E. Adkisson</u> (Signature of authorized individual)					
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is ☒ APPROVED BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☒ FAA Flight Standards Inspector ☐ Repair Station ☐ Other (Specify) <u>4/5/63</u> (Date of approval or rejection) <u>Richard Henderson</u> <u>WE-GADO-3</u> (Signature of authorized individual; title or identification number)					
7. TO BE COMPLETED ONLY BY FAA PERSONNEL a. ☐ Forwarded for engineering comment ☐ See attached memorandum b. ☐ Accepted (Date) ☒ Reinspected <u>4/5/63</u> (Date) ☐ Spot Checked <u>WE-GADO-3</u> (FAA designation number) <u>Richard Henderson</u> (Signature Flight Standards Inspector)					

MICRO

INSTRUCTIONS

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

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

6. DESCRIPTION OF WORK ACCOMPLISHED.

Recovered fuselage, elevator, rudder, horizontal & vertical stabiliser, surfaces covered with Razor Back fibreglass, applied 7 coats clear CAB dope, 7 coats silver, 4 coats yellow pigment. Work done in accordance with instruction #39-5 dated 5-1-61, & STC 572-752.

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

Marco Superhomer previously installed by unknown person, Wt. 7.0 lbs. @ -18, radio rack fabricated from .063 aluminum & attached to left side of instrument panel with 1/8" flush head rivets, "see drawing below for installation", 10 amp fuse installed in line, radio checked and found to be operating normally. JLD
#471430753

OKLAHOMA CITY, OKLA.

APR 15 1 50 PM '63

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: 1961-O-397260

Form FAA-337 (4-52)

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

1. AIRCRAFT	MAKE HOWARD	MODEL DGA-15P	SERIAL NO. 748	NATIONALITY AND REGISTRATION MARK N9887H
2. OWNER	NAME (First, middle, last) James S. Edge		ADDRESS (Street and number, city, zone and State) 3401 East Asbury Denver, Colorado	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
				MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			XX
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
NORMAL	3125	13.5		1175
SPECIAL	3011	12.1		1289
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.
Ted E. Adkisson 340 Franklin Niwot, Colorado		☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		A&P 1430703
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
4-5-63 (Date repair and/or alteration completed)		Ted E. Adkisson (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)				
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is				
☒ APPROVED } BY { ☐ FAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☒ FAA Flight Standards Inspector ☐ Repair Station ☐ Other (Specify)				
4/5/63 (Date of approval or rejection)		Richard Henderson WE-8130-3 (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☐ Accepted (Date) ☒ Reinspected 4/5/63 (Date) ☐ Spot Checked (Date)				
WE-8130-3 (FAA designation number)		Richard Henderson (Signature Flight Standards Inspector)		

MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or engine. 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.

2. DESCRIPTION OF WORK ACCOMPLISHED.

Removed the following for the purpose of parachuting:

- Right control wheel, Wt. 2.0 lbs. @ 0
- Entrance door, Wt. 18.0 lbs. @ 35
- Right front seat, Wt. 24.0 lbs. @ 14
- 2 Seats, Wt. 70.0 lbs. @ 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 $\frac{1}{4}$ " bolts "one in each seat leg".
- 2 rear seats, remove 4 $\frac{3}{16}$ " bolts "2 front & 2 rear in each seat."

To re-install, reverse the removal procedure.

Used 5/32" 7X19 cable for static 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 1 ft.

Installed safety belt, right forward side, belt attached to main structure tube with 1/8" 7X19 cable and nico press sleeves. Belt attached 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 baggage compartment. Installed 1/8" 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.

*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: 1964 O - 387360

Form FAA-337 (4-52)

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE Howard	MODEL DGA-15P	SERIAL NO. 743	NATIONALITY AND REGISTRATION MARK N9387H
2. OWNER	NAME (First, middle, last) Don H. Shoemaker		ADDRESS (Street and number, city, zone and State) 2381 S. James Ventura, Calif	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			
b. POWERPLANT				The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in CAA 18.11(n).
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			Date 6-1-59 HWP 4-13
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.				
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
Std	3218	16.6		1082
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Don H. Shoemaker 2381 S. James St. Ventura, Calif.		b. KIND OF AGENCY ☒ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 1258327
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. May 23 1959 (Date repair and/or alteration completed)				
Don H. Shoemaker (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
☐ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify)				
(Date of approval or rejection)		(Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☒ Spot Checked 6-1-59 (Date)				
H-13 (CAA designation number)		Howard K. Phillips (Signature Aviation Safety Agent)		

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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.

B. DESCRIPTION OF WORK ACCOMPLISHED:

Installation of Bendix AIN-7 ADF

Power Supply

With all necessary equip. on for night or instrument flight power drain is 80% or less than output of gen. (50 Amp)

Wiring

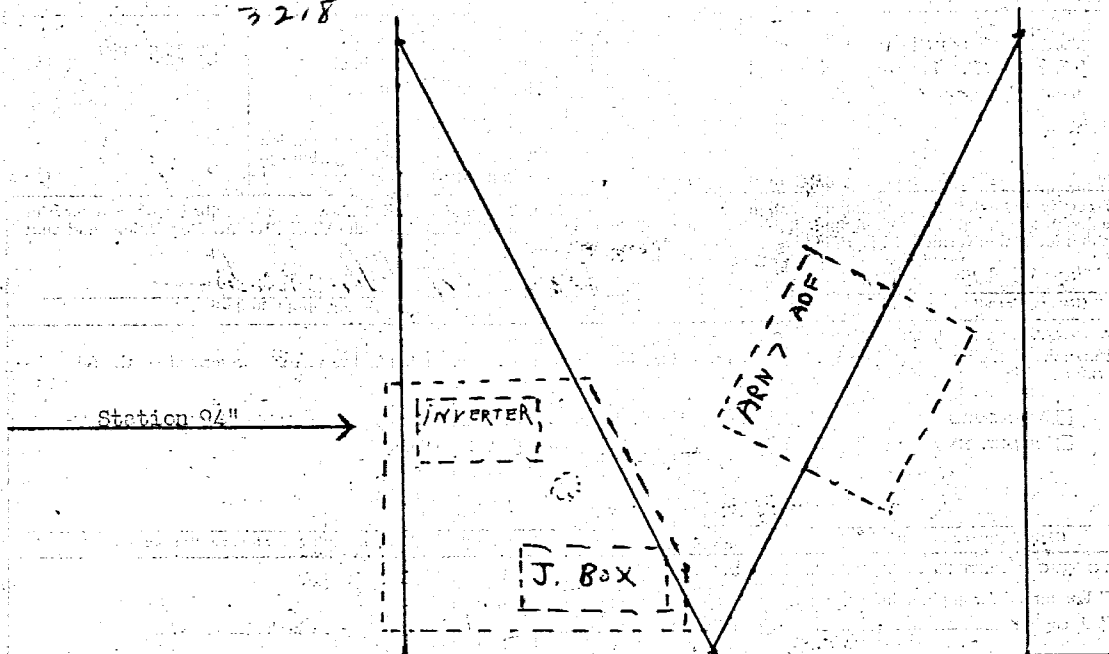
All control wire No. 14

Mounting

ADF mounted on battery installed racks. Inverter, relay and J box mounted on 1/2" plywood clamped to aircraft frame with 4 double bolt clamps.

above installation add 100 lb at 94 in Station

3118	+	14.1	43968.8
100	+	94	9400
<u>3218</u>			<u>53363.8</u>
53363.8	=	16.58 new MTC.G.	
<u>3218</u>			



*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. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-B0524.

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

1. AIRCRAFT	MAKE Howard	MODEL DCA-15 P	SERIAL NO. 748	NATIONALITY AND REGISTRATION MARK 10887H
2. OWNER	NAME (First, middle, last) Don M. Shoemaker ADDRESS (Street and number, city, zone and State) 2381 S. James Ventura, Calif			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			X
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
STD.	3118 Obsolite	L.I.		1182
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Don M. Shoemaker 2381 S. James Ventura, Calif.		b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 1258927
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. May 4 1959 (Date repair and/or alteration completed) Don M. Shoemaker (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☐ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) (Date of approval or rejection) (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL a. ☐ Forwarded for engineering comment ☐ See attached memorandum b. ☒ Accepted 6-1-59 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date) 4-13 (CAA designation number) Harold K. Phillips (Signature Aviation Safety Agent)				

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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.

E. DESCRIPTION OF WORK ACCOMPLISHED.

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

above installation did not add weight over parts removed DD

*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. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE Cessna	MODEL 172	SERIAL NO. 172	NATIONALITY AND REGISTRATION MARK N7271
2. OWNER	NAME (First, middle, last) Don M. Phoenix ADDRESS (Street and number, city, zone and State) 3321 S. Jones Ventura, Calif.			
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			X
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.				
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
REG.	3110	13.6	1500	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Don M. Phoenix 3321 S. Jones Ventura, Calif.		b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. ME1250227
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
Aug. 25 1958 (Date repair and/or alteration completed)		Don M. Phoenix (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) AUTHORIZATION				
Aug. 25 58 (Date of approval or rejection)		R. R. Wells J.A. 1185431 (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
☒ Accepted 8/26/58 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)				
Reg. 4 LA ASDO 13 (CAA designation number)		B. T. W. H. H. H. (Signature Aviation Safety Agent)		

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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:

Engine and propeller installed in accordance with S.T.C. # 904-507

RECEIVED
SEP 3 2 24 PM '80
AERONAUTICAL RECORDS SECTION
K-240

*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. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R052.4.

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

1. AIRCRAFT	MAKE HOED	MODEL D-15-P	SERIAL NO. 778	NATIONALITY AND REGISTRATION MARK N 9887H
2. OWNER	NAME (First, middle, last) Don M. Shoemaker		ADDRESS (Street and number, city, zone and State) 2381 South James Ventura, Calif.	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18. JJB				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			X
b. POWERPLANT	Pratt Whitney	R-1340-1	ZP 104798	X
c. PROPELLER	Garrett Standard	12D-40-6101A-12		X
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Std.	3118	13.6"	4500	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Don M. Shoemaker 2381 South James Ventura Calif.		b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. #1258927
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. June 18, 1958 (Date repair and/or alteration completed) Don M. Shoemaker (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☒ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) 6/18/58 (Date of approval or rejection) B. T. Yacht (Signature of authorized individual; title or identification number) Reg. 4 LA ASDO 13				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL a. ☐ Forwarded for engineering comment ☐ See attached memorandum b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date) (CAA designation number) (Signature Aviation Safety Agent) 7-28-8				

INSTRUCTIONS

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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:

~~Pratt~~ Pratt Whitney R-1340-AN-1 Engine and Hamilton Standard 12D40-610A-12 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: ☐

Form LA-40
Approved 9/29/53C.A.A. Identification No. N9827H

(Aircraft Make and Model)

Mfr's Serial No. 748

Right Scale Reading 1496 Tare 10 Net Weight 1486 lbs.
 Left Scale Reading 1683 Tare 10 Net Weight 1673 lbs.
 Nose or Tail Scale Reading 170 Tare None Net Weight 170 lbs. (1)
 Total Net Weight 3329 lbs. (2)

Datum (See Pertinent Specification) Leading Edge of Wing
 Distance From Main Wheel Centers to Nose or Tail Wheel Center (Actual) 80.5" Ins. (3)
 Empty C.G. in Relation to Main Wheels = (1) 170 X (3) 80.5 = 34250 Ins. (4)
 Distance Forward (-) _____ or Aft (+) 2.5" From Datum to Main Wheel Centers (5)
 Empty C.G. in Relation to Datum (4) 10.2" + or - (5) 2.5" = 12.7" Ins.
 Above Weight (2) Includes: Fuel 182 lbs. Oil 44 lbs.
 Net Empty Weight (Fuel and Oil Removed) = 3118 lbs. Computed Empty C.G. 131.1"
 Empty Weight C.G. Range (See Pertinent Specification) +10.5 to +21.8

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):

Most Forward C.G.

	Weight	Arm	Moment
Aircraft Empty	3118	+16.4	+41125
Pilot	170	+14	+2380
Fuel	180	-10	-1800
Oil	52	-30	-1575
Passengers	170	+14	+2380
Passengers			
Baggage			
Totals	3690	-11.5	+42520

Most Rearward C.G.

	Weight	Arm	Moment
Aircraft Empty	3118	+16.4	+41125
Pilot	170	+14	+2380
Fuel	444	+22	12876
Oil	52	-30	-1575
Passengers	340	+51	1575
Passengers			
Baggage	25	+81	2940
Totals	4679	+19.7	83816

Center of Gravity

Most Critical Forward: +11.5"Most Critical Rearward: +19.1"Equipment See Reverse Side for Equipment
Installed When Above Empty Weight and C.G.
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		Special Equipment		
List by Item Number, Only Equipment Which Corresponds Exactly to the Description for Such Item in the Pertinent Specification.		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.		
Aircraft Spec. No.	Chapter XVIII	Description	Weight	Arm
A- _____	Page _____ T.C. _____			
(List Item Numbers Across Column)				
101				
101C				
102				
103D				
105C				
108				
109				
113F				
206F				
206C				
206D				
110				
111				
104				
106B				
107B				
201				
204				
205				
210A				
Aircraft Weighed		Weight and Balance Computations, and the Equipment List Have Been Verified		
By _____		By _____		
Computations By _____		(CAA or DAMI)		
Witnessed By _____				
(CAA or DAMI)				
Date _____				

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Received

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U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK	
		15 p	748	987	
2. OWNER	NAME (First, middle, last)		ADDRESS (Street and number, city, zone and State)		
	James		2311 S. James Ventura Calif.		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*		EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
Standard	2968		+15.8		1001
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.
Don Schumaker, 2311 S. James Ventura Calif.			☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		125021
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Nov 14, 1957 (Date repair and/or alteration completed)			Don M. Schumaker (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)					
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☒ Other (Specify) ENG'G. FIELD SPECIALIST (ACTING FOR MANUF. INSPECTION BRANCH)					
Nov 18, 1957 (Date of approval or rejection)			Paul O. Silberman LA-2351S (Signature of authorized individual; title or identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum					
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)					
(CAA designation number)			(Signature Aviation Safety Agent)		

INSTRUCTIONS

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

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

5. DESCRIPTION OF WORK ACCOMPLISHED.*

Cowling modified as per STC SA, 318

*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. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524

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

1. AIRCRAFT	MAKE <i>Howard</i>	MODEL <i>Dyff 15 P</i>	SERIAL NO. <i>748</i>	NATIONALITY AND REGISTRATION MARK <i>N9887H</i>
2. OWNER	NAME (First, middle, last) <i>Don M. Shoemaker</i>			
ADDRESS (Street and number, city, zone and State) <i>2381 South James, Ventura, Calif</i>				
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			☒
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
<i>Std.</i>	<i>2967.5</i>	<i>15.8</i>		<i>1332.5</i>
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS <i>Don Shoemaker 2381 South James Ventura, Calif</i>		b. KIND OF AGENCY ☐ U. S. Certified Mechanic. ☐ Foreign Certified Mechanic. ☐ Certified Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <i>1258927 R+E</i>
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
<i>Dec 15, 1956</i> (Date repair and/or alteration completed)		<i>Don Shoemaker</i> (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is				
☒ APPROVED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☒ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) _____				
<i>7-23-82</i> (Date of approval or rejection)		<i>Reg. 4 LA ASDO 13</i> <i>Lawrence J. Buck</i> (Signature of authorized individual, title or identification number)		
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☐ Accepted _____ (Date) ☐ Reinspected _____ (Date) ☐ Spot Checked _____ (Date)				
_____ (CAA designation number)		_____ (Signature Aviation Safety Agent)		

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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: Bottom View

The Motor, Gears, and Chain were taken from a UC-78 Cessna.
The motor and small gear are from the Flap system.
The larger gear is from the landing gear system.
Full travel of the jack screw takes 13 seconds.

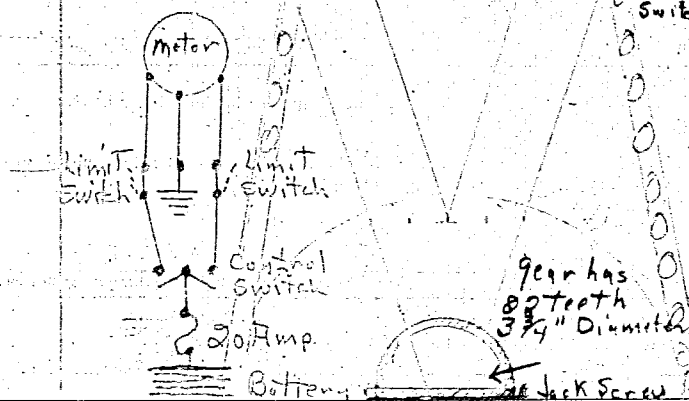
Motor 170" + Datum line
5/2"

Motor is mounted 8" forward of the Jack Screw.

Motor
Dunmore
Type 272P
24 Volt
13 Amp

The limit switches and the mounting bar were taken from the Flap system of a UC-78

Right Side View



*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. ☐

Revised Weight & Balance

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R0524.

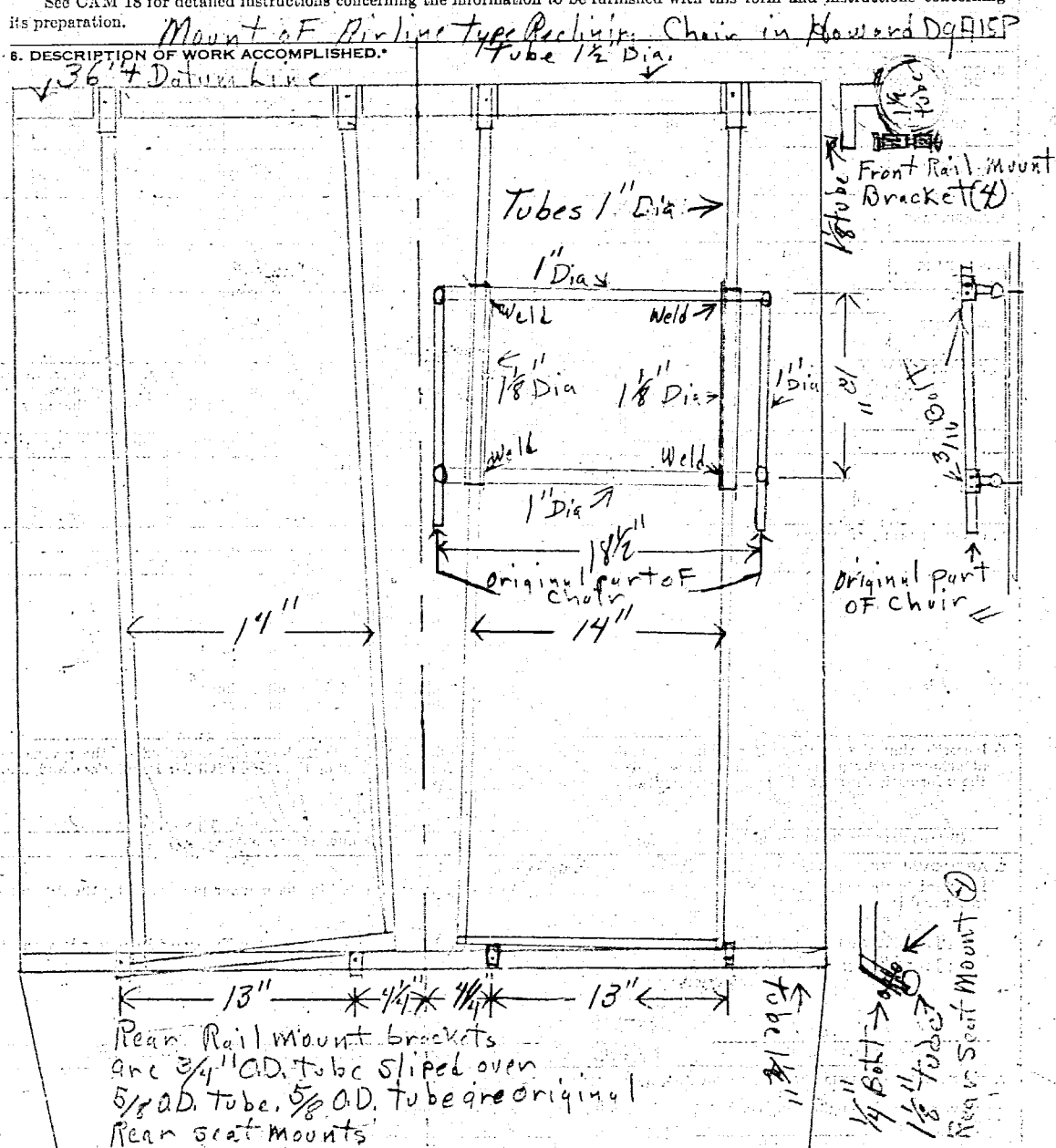
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <i>Howard</i>	MODEL <i>DgA 150</i>	SERIAL NO. <i>748</i>	NATIONALITY AND REGISTRATION MARK <i>N 9887H</i>
2. OWNER	NAME (First, middle, last) <i>Don M. Shoemaker</i>			
ADDRESS (Street and number, city, zone and State) <i>2381 South James Ventura, Calif</i>				
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			☒
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.				
This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
<i>Std</i>	<i>2967.5</i>	<i>15.8</i>	<i>1332.5</i>	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS <i>Don Shoemaker 2381 South James Ventura Calif</i>		b. KIND OF AGENCY ☐ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. <i>1258927 H4E</i>
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U.S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. <i>7-20-1957</i> <i>Don M. Shoemaker</i> (Date repair and/or alteration completed) (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☒ APPROVED ☐ REJECTED BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) <i>7-23-57</i> <i>Reg. 4 LA ASDO 12</i> <i>Harold J. Buck</i> (Date of approval or rejection) (Signature of authorized individual, title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)				
(CAA designation number) (Signature Aviation Safety Agent)				

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.

6. DESCRIPTION OF WORK ACCOMPLISHED:



*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. ☒Revised Weight & Biology ^{U.S.}

Revised Weight and Balance Sheet
Howard DGA 15 P # 748

Item	Arm	Weight	Moment
Empty Weight	+16.4	2979#	48855.6
Rear seat Removed	+56	40#	-2240
" " Added	+48	60#	+2880
Trim Motor Added	+170	5.5#	+935
Transmitter Removed	+94	36#	-3384

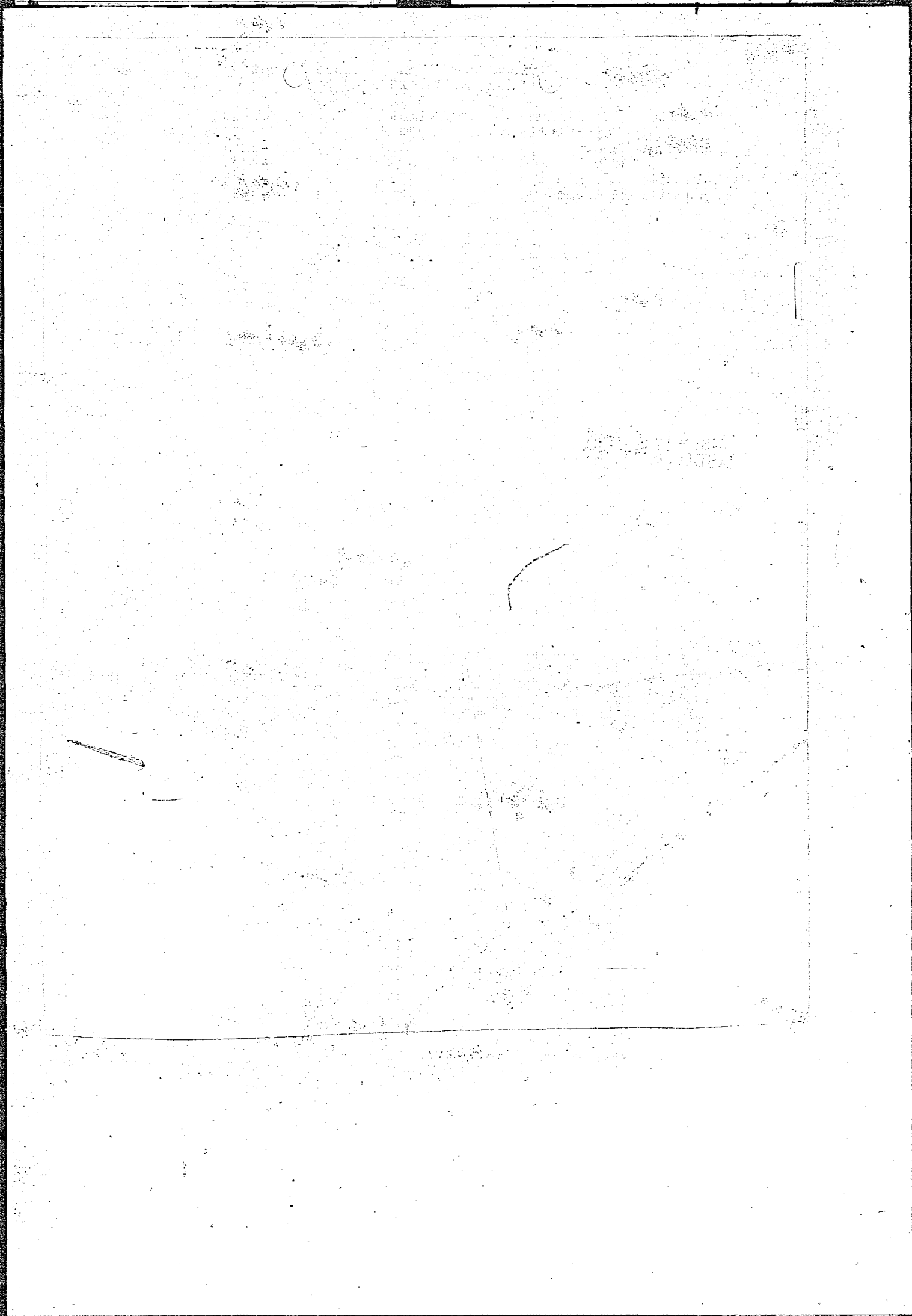
New Empty Weight 2967.5#
New Empty C.G. 15.8"

Dan M. Shoemaker
A+E 1258927

Reg. 4 LA
ASDO 13

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81



U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION					
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE Howard	MODEL DGA 15P	SERIAL NO. 748	NATIONALITY AND REGISTRATION MARK N9887H	
2. OWNER	NAME (First, middle, last) Shoemakers Truck Station		ADDRESS (Street and number, city, zone and State) PO Box 25, Mantalvo, Calif.		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION	
a. AIRFRAME	***** (As described in item 1 above) *****				X
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*		EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*
Std.	3075#		+ 16"		1425# 1500#
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS Don M. Shoemaker Po Box 25 Mantalvo, Calif.			b. KIND OF AGENCY ☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. 1258927
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
April 20, 1956 (Date repair and/or alteration completed)			Don M. Shoemaker (Signature of authorized individual)		
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☒ APPROVED } BY { ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify)					
6-11-56 (Date of approval or rejection)		Reg. 4 LA ASDO 13		Harold Z. Puck (Signature of authorized individual; title or identification number)	
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum					
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)					
(CAA designation number)			(Signature Aviation Safety Agent)		

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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.

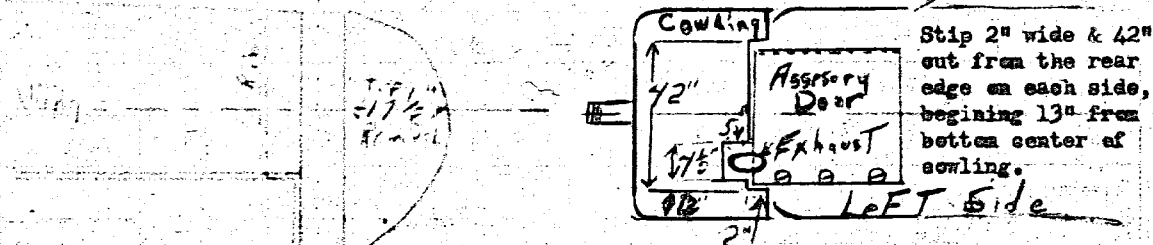
See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

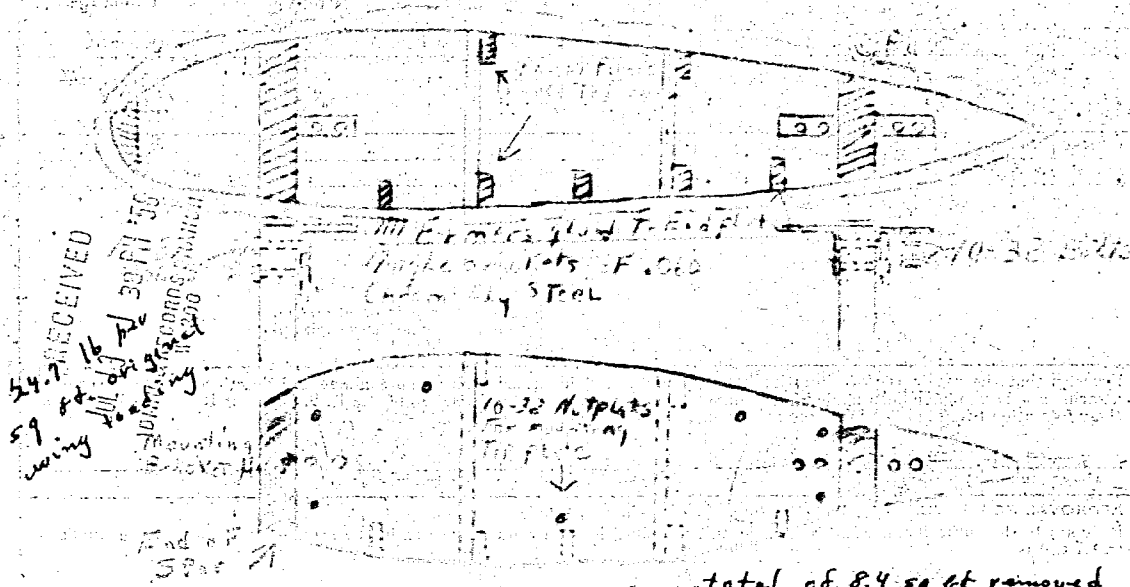
Removal of Wing Tips from Howard

BT 13 Cowling installed on Howard

(DGA-15P)



Tip removed from Howard. Howard 1/4 T. 11/11/81



No additional Modifications of this Type are to be approved solely on the basis of, or reference to this Form 337.

standard weight limited to 4300 lb. as result of wing tip removal.

*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. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm approved.
Budget Bureau No. 41-R052.4

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

1. AIRCRAFT	MAKE Howard DGA 15P	MODEL DGA 15P	SERIAL NO. 748	NATIONAL REGISTRATION MARK N9887A
2. OWNER	NAME (First, middle, last) Don Shoemaker		ADDRESS (Street and number, city, zone and State) 2381 So James Ventura Calif	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			☒
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. *AFTER the repairs and/or alterations described below were made.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Standard	2979	16.4	1321	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.
Don Shoemaker 2381 So James Ventura, Calif.		☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		1258927
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. April 20 1956 _____ (Date repair and/or alteration completed)				
Don Shoemaker (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is ☒ APPROVED ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify) Reg. 4 LA ASDO 13 8-56 (Date of approval or rejection)				
_____ (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL				
a. ☐ Forwarded for engineering comment ☐ See attached memorandum				
b. ☐ Accepted (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)				
Reg. 4 LA ASDO 13 (CAA designation number)				
_____ (Signature Aviation Safety Agent)				

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, 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.*

RECOVERED FUSELAGE + ALL TAIL SURFACES,
GRADE A FABRIC, 15 COATS NITRATE DOPE, 2 COAT ENAMEL

RECEIVED
JUL 13 1 38 PM '85
ADAMS RECORDS SECTION
11-300

*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. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION				Form approved. Budget Bureau No. 41-R0524.	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE HOWARD	MODEL 15	SERIAL NO. 748	NATIONALITY AND REGISTRATION MARK N303PE	
2. OWNER	NAME (First, middle, last) Worldcraft Sales Corporation		ADDRESS (Street and number, city, zone and State) Brackett Field La Verne, Calif.		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.* This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.					
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
Normal	3075	16" aft of datum		1125	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
Hoyd C. Lantz Brackett Field, La Verne, Calif.		☒ U. S. Certificated Mechanic. ☐ Foreign Certificated Mechanic. ☐ Certificated Repair Station. ☐ Manufacturer. ☐ (Check if repair or alteration was made under delegation option procedures.)		AEB 1225031	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
April 10, 1953 (Date repair and/or alteration completed)		Hoyd C. Lantz (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is					
☐ APPROVED } BY ☐ CAA Designee ☐ Manufacturer ☐ Canadian Department of Transport Inspector of Aircraft ☐ REJECTED } ☐ CAA Aviation Safety Agent ☐ Repair Station ☐ Other (Specify)					
April 11, 1953 (Date of approval or rejection)		Fred A. Lantz (Signature of authorized individual; title or identification number)			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. ☐ Forwarded for engineering comment ☐ See attached memorandum					
b. ☒ Accepted 4-30-53 (Date) ☐ Reinspected (Date) ☐ Spot Checked (Date)					
6-579-C (CAA designation number)		Ray C. Lantz (Signature Aviation Safety Agent)			

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 3 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.

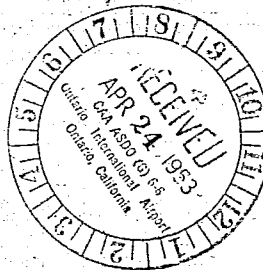
6. DESCRIPTION OF WORK ACCOMPLISHED.*

1. Recovered top of fuselage as per original with Grade A fabric.

2. Recovered both elevators with Grade A fabric as per original.

All work done in accordance with CAM 18.

RECEIVED
MAY 11 8 50 AM '53
ADMIN. RECORDS BRANCH
W-300



*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. ☐

FORM ACA-337
(11-7-46)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONBUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - 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, as follows:

- (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.
(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.
(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE <i>Howard</i>	MODEL <i>DG-15P</i>	SERIAL NO. <i>748</i>	CAA IDENTIFICATION MARK <i>N 988746</i>
2. OWNER	NAME (First, middle, last) <i>Jack F. Whalen</i>			
	ADDRESS (Street and number, city, zone, and state) <i>6539 Woodman Van Nuys Calif</i>			
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			☒
b. PROPELLER				
c. ENGINE				
d. INSTRUMENT	TYPE AND MANUFACTURER			
The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.				
4. AIRCRAFT	EMPTY WEIGHT (Pounds)* <i>3075</i>	EMPTY CENTER OF GRAVITY (Inches from datum)* <i>+12.5</i>	USEFUL LOAD (Pounds)* <i>1425</i>	
*AFTER the repairs and/or alterations described below were made.				
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check) ☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ ☒ CERTIFIED MECHANIC				
AGENCY	NAME <i>R.B. Christensen</i>	ADDRESS (Street and number, city, zone, and state) <i>1202 Third St. San Francisco</i>		DATE WORK ACCOMPLISHED <i>4-6-52</i>
7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 19 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark) <i>Re place trailing edge of both wing aft of Vlar spars - Repairs made per CHM 18 § 64 Re covered with fabric & refinished per standard procedure</i>				
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE. <i>R.B. Christensen</i> <i>N 988746</i> <i>4-6-52</i> SIGNATURE OF SUPERVISING MECHANIC CERTIFICATE NUMBER AND RATING DATE				
TO BE COMPLETED BY CAA REPRESENTATIVES				
☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE <i>William G. Engmark</i> SIGNATURE OF INSPECTOR <i>Romer L. Stamets</i>		NUMBER <i>6340</i> ☒ ACCEPTED ☐ REINSPECTED	DATE <i>4/6/52</i> <i>4-18-52</i>

RECEIVED
APR 17 1952
OFFICE
AVIATION SAFETY DISTRICT
6-326-LOS ANGELES, CALIFORNIA

RECEIVED

APR - 9 1952

AVIATION SAFETY DISTRICT
OFFICE
6-326-LOS ANGELES, CALIFORNIA

FOR RECORD
FOR ACTION
FOR INFORMATION
FOR REVIEW

Form ACA-337
(11-55)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONForm Approved
Budget Bureau No. 41-B052.2

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE Howard	MODEL H-15P	SERIAL NO. 748	NATIONALITY AND REGISTRATION MARK N8087H (Std.)
2. OWNER	NAME (First, middle, last) Jack F. Whalen			
ADDRESS (Street and number, city, zone, and State) 6539 Woodman Van Nuys, Calif.				
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****			
b. PROPELLER BLADE OR HUB				
c. ENGINE				
d. INSTRUMENT	TYPE AND MANUFACTURER			
4. AIRCRAFT This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.				
WEIGHT AND BALANCE DATA *AFTER the repairs and/or alterations described below were made.		EMPTY WEIGHT (Pounds)* 3075	EMPTY CENTER OF GRAVITY (Inches from datum)* 16"	USEFUL LOAD (Pounds)* 1425
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check) ☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ (Specify) ☒ CERTIFIED MECHANIC				
6. AGENCY	NAME R. C. Brown, Jr.	ADDRESS (Street and number, city, zone, and State) Box 5042 Oklahoma City, Okla.		DATE WORK ACCOMPLISHED Dec. 1, 1950
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.) Landing gear recovered with grade "A" fabric. 9 coats clear nitrate dope & 5 coats silver. All work in accordance with CA 18. EQUIPMENT LIST: 101a, 102, 103d, 105, 108, 109a, 113b, 206acd, 110, 111, 104d, 106b, 107b, 201, 205, 204, 221 If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. ☐ FORWARDED FOR ENGINEERING APPROVAL I CERTIFY that the above statements are true and correct to the best of my knowledge. R. C. Brown, Jr. "A" (Certificate number and rating) Dec. 1, 1950 (Signature of supervising mechanic)				
TO BE COMPLETED BY CAA REPRESENTATIVES				
☒ APPROVED ☐ REJECTED	DESIGNEE'S SIGNATURE R. C. Brown, Jr. CAA AGENT SIGNATURE ROBERT C. ROYAL	NO. 4422 ☒ ACCEPTED ☐ REINSPECTED	DATE Dec. 1, 1950 DEC 18 1950	

INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form Approved for Aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certified mechanics must in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.

Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.

Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.

Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

FORM AOA-337 (11-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-R082.1 APPROVAL EXPIRES DECEMBER 31, 1948	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
INSTRUCTIONS - 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, as follows: (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval. (B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above. (C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.					
1. AIRCRAFT	MAKE Howard.	MODEL DGA-15P	SERIAL NO. 748	CAA IDENTIFICATION MARK NC-9887H	
2. OWNER	NAME (First, middle, last) Fred H. Maas		ADDRESS (Street and number, city, state, and state) 552 So. Rives, Downey, California.		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION	
a. AIRCRAFT	(As described in item 1 above)				
b. PROPELLER BLADE OR HUB	Hamilton Stand.	2D30-235 6101A-21	41-15390 A120108/9	X	
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				
The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.					
4. AIRCRAFT	EMPTY WEIGHT (Pounds)* 3075	EMPTY CENTER OF GRAVITY (Inches from datum)* 16"	USEFUL LOAD (Pounds)* 1425.		
*AFTER the repairs and/or alterations described below were made.					
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check) ☐ MANUFACTURER ☒ APPROVED REPAIR STATION NO. 4006 ☐ CERTIFIED MECHANIC (SPECIFY)					
AGENCY	NAME West Coast Propeller	ADDRESS (Street and number, city, state, and state) 1133 Hollywood Way Burbank, California		DATE WORK ACCOMPLISHED Mar. 16, 1949	
7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 19 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark) Propeller cleaned, inspected. Blades cut to -21. Propeller reassembled, checked, balanced. Diameter 8' 3" - Setting: High 27 Low 12					
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.					
SIGNATURE OF SUPERVISING MECHANIC Carl J. Bailey		CERTIFICATE NUMBER AND RATING 790922 - Intd. Prop		DATE Mar. 16, 1949	
TO BE COMPLETED BY CAA REPRESENTATIVES					
☒ APPROVED	SIGNATURE OF DESIGNEE Albion G. Engmark		NUMBER 6340	DATE 3-17-1949.	
☐ REJECTED	SIGNATURE OF INSPECTOR Howard L. Smith		☒ ACCEPTED	DATE 3-21-49	
☐ FORWARDED FOR ENGINEERING APPROVAL			☐ REINSPECTED		

[illegible]

FORM ACA-337
(11-7-46)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONBUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - 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, as follows:

- (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7, and submit to CAA representative for approval.
- (B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.
- (C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE <i>Howard</i>	MODEL <i>DGA-15P</i>	SERIAL NO. <i>748</i>	CAA IDENTIFICATION MARK <i>98874</i>
2. OWNER	NAME (First, middle, last) <i>Fred H. MAAS</i>			
	ADDRESS (Street and number, city, zone, and state) <i>552 So. Rives Downey, California</i>			

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			☒	
b. PROPELLER BLADE OR HUB					
c. ENGINE	<i>Pratt & Whitney</i>	<i>R985-19</i>	<i>AC39-570</i>	☒	
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (Pounds)* <i>3075</i>	EMPTY CENTER OF GRAVITY (Inches from datum)* <i>16"</i>	USEFUL LOAD (Pounds)* <i>1425</i>
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*AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

☐ MANUFACTURER☐ APPROVED REPAIR STATION NO. _____☒ CERTIFIED MECHANIC

(SPECIFY)

AGENCY	NAME <i>Repair Station</i>	ADDRESS (Street and number, city, zone, and state) <i>Bellflower Airport Bellflower, California</i>	DATE WORK ACCOMPLISHED <i>May 17-1949</i>
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7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

Replaced Pratt & Whitney R985-AN-6 engine with A Pratt & Whitney R985-19. Replaced 6167A-15 Hamilton Standard Propeller with 6101-21 propeller, see Form 337 dated March 16-1949. ALL work & material used in accordance with CAM 18

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

SIGNATURE OF SUPERVISING MECHANIC <i>Joseph H. Smith</i>	CERTIFICATE NUMBER AND RATING <i>HE584004</i>	DATE <i>May 17-1949</i>
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TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	SIGNATURE OF DESIGNEE <i>Albion S. Engmark</i>	NUMBER <i>6340</i>	DATE <i>3-17-49</i>
☐ REJECTED	SIGNATURE OF INSPECTOR <i>Thomas J. Smith</i>	☒ ACCEPTED	DATE <i>3-24-49</i>
☐ FORWARDED FOR ENGINEERING APPROVAL		☐ REINSPECTED	

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81

MAIL ROOM - 3
MAY 3 3 51 PM '82
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

FORM ACA-337
(11-7-45)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONBUDGET BUREAU NO. 41-8052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - 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, as follows:

- (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.
(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.
(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE HOWARD	MODEL DGA-15D	SERIAL NO. 74C	CAA IDENTIFICATION MARK 9587H
2. OWNER	NAME (First, middle, last) Fred H. Vase FRED VASE			
	ADDRESS (Street and number, city, zone, and state) 5525 S. RIVERS ST. TOWNE, California.			

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			X	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (Pounds)* 3075	EMPTY CENTER OF GRAVITY (Inches from datum)* 165X 16	USEFUL LOAD (Pounds)* 1425
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* AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)	
☐ MANUFACTURER	☐ APPROVED REPAIR STATION NO. _____
☒ CERTIFIED MECHANIC	

6. AGENCY	NAME LANE H. BRABHAM	ADDRESS (Street and number, city, zone, and state) 11942 BELLFLOWER BLVD. DOWNEY, CALIF.	DATE WORK ACCOMPLISHED MARCH 1, 1949
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7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

REPLACED PANEL OF SKIN TOPSIDE OF LEFT WING. FROM BUTT BIB TO 1ST COMPRESSION RIB 43 IN. FROM BUTT RIB AND FORWARD TO REAR SPAR 35 IN. USED 5/32 MANDGAMY PLYWOOD SCARFED 15 TO 1 OVER FRONT AND REAR SPARS AND OVER COMPRESSION RIB. PANEL GLUED WITH WELDWOOD. CLAMPED WITH BRASS NAILS. AREA COVERED WITH FABRIC AND PAINTED. ALL WORK DONE PER C.A.M. 18

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

SIGNATURE OF SUPERVISING MECHANIC <i>Lane H. Brabham</i>	CERTIFICATE NUMBER AND RATING 11E 790630	DATE 12 March 1949
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TO BE COMPLETED BY CAA REPRESENTATIVES

☐ APPROVED	SIGNATURE OF DESIGNEE <i>Albion G. Engmark</i>	NUMBER 6340.	DATE 3-17-1949.
☐ REJECTED	SIGNATURE OF INSPECTOR <i>Albion G. Engmark</i>	☒ ACCEPTED	DATE 3-24-49
☐ FORWARDED FOR ENGINEERING APPROVAL		☐ REINSPECTED	

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81

RECEIVED

MAR 22 1949

U.S. AIR FORCE DISTRICT
INSPECTION OFFICE 6326

WASHINGTON
MAIL ROOM - 3
MAY 3 3 55 AM '49
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.

FORM ACA-337
(11-7-46)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONBUDGET BUREAU NO. 41-K082.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - 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, as follows:

- (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.
- (B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.
- (C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE HOWARD	MODEL DGA 15-P	SERIAL NO. 718	CAA IDENTIFICATION MARK 9887H
2. OWNER	NAME (First, middle, last) Earl Reinert & Gordon			
	ADDRESS (Street and number, city, zone, and state) 930 W. Euclid Ave. Arlington Heights, Illinois			

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above)			☒	
b. PROPELLER					
c. BLADE OR HUB					
d. ENGINE					
e. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (Pounds) 3075	EMPTY CENTER OF GRAVITY (Inches from datum) 161	USEFUL LOAD (Pounds) 1425
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*AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)	
☐ MANUFACTURER	☐ APPROVED REPAIR STATION NO. _____
☒ CERTIFIED MECHANIC	
(SPECIFY)	

AGENCY	NAME Harrington Air Service	ADDRESS (Street and number, city, zone, and state) Municipal Airport Cleveland, Ohio	DATE WORK ACCOMPLISHED July 9, 1948
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7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

where necessary

New plywood gusset plates installed on trailing edge of ribs, both left and right wing. Two coats of spar varnish were applied. Work was accomplished in accordance with manual 18, par. 18.603 page 20. Location of rib's root and Weight and balance data on reverse side

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

SIGNATURE OF SUPERVISING MECHANIC <i>John W. Hender</i>	CERTIFICATE NUMBER AND RATING 494186	DATE July 9, 1948
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TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED	SIGNATURE OF DESIGNEE <i>John W. Hender</i>	NUMBER 9269	DATE 7-14-48
☐ REJECTED	SIGNATURE OF INSPECTOR <i>R. M. Menger</i>	☐ ACCEPTED	DATE
☐ FORWARDED FOR ENGINEERING APPROVAL		☒ REINSPECTED	7-23-48

Howard DGA-15P +10.5 to +21.8 CG Range E.N.C.G. + 16"
 Loading Edge of wing Datum Ls Maximum Weight 4500 lbs. 5 ts - 2 at + 14", 2 at + 56"
 Gas Tanks - Front -10" 30 gal. 321 Tanks - 7 gal. -30"
 Main +29" 74 gal.
 Rear +65" 18 gal.

Forward Extreme

ITEMS	WT	ARCS	MOMENT
AC as weighed	3075	+16	+49200
Pilot	170	+14	+2380
Fuel Tank-30 gal.(6/per gal.)	180	-10	-1800
Fuel Main - 7.5 gal.	45	+29	+1305
Oil 7 gal. (7.5# per gal.)	52.5	-30	-1575
TOTAL	3422.5		49510

Forward 49510# = 14.47"
 CG 3422.5#
 with min. fuel

AC as weighed	3075	+16"	+49200
Pilot	170	+14	+2380
Fuel Tank 30 gal.	180	-10	-1800
Fuel Tank 74 gal.	444	+29	+12876
Oil 7 gal. @ 7.5#	52.5	-30	-1575
TOTAL	3921.5		71081

Forward C.G. 71081 = 18.13
 With front and main tank full 3921.5

Aft Extreme

AC as weighed	3075	+16	+49200
Pilot	170	+14	+2380
2 Passengers	340	+56	+19040
Fuel Main 74 gal.	444	+29	+12876
Fuel Rear 18 gal.	108	+65	+7020
Oil 7 gal.	52.5	-30	-1575
Baggage	20	+84	+1680
TOTAL	4209.5		90621

Aft. CG 90621 -- 21.05 -
 4209.5

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

With-(4) passengers and no baggage gas load to be reduced to 115 gallons SO AS NOT TO EXCEED GROSS WEIGHT OF 4500 LBS.

Equipment No.

101	206-D
101-C	110
102	111
103-D	104
105-C	106-B
108	107-B
109	201
113-F	204
206-A	205
206-C	210-A

WASHINGTON
 MAIL ROOM 1

AUG 11 1981
 CIVIL AERONAUTICS ADMIN.
 DEPARTMENT OF COMMERCE

WASHINGTON
 MAIL ROOM 1

AUG 11 1981

FORM ACA-337
(11-7-46)DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATIONBUDGET BUREAU NO. 41-R052.1
APPROVAL EXPIRES DECEMBER 31, 1948

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - 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, as follows:

- (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.
- (B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable); 4, 5, and 6, and submit as described in (A) above.
- (C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE <i>Howard</i>	MODEL <i>D.G.A 15P</i>	SERIAL NO. <i>748</i>	CAA IDENTIFICATION-MARK <i>9887H</i>
2. OWNER	NAME (First, middle, last) <i>Earl Bennett</i> <i>Gordon Horlick</i> ADDRESS (Street and number, city, zone, and state) <i>930 W. Euclid ave</i> <i>Arlington Heights Ill</i>			
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR MAJOR ALTERATION
AIRCRAFT	(As described in item 1 above)			
PROPELLER	<i>Hamilton</i>	<i>Conston Speed</i>	<i>N308650</i>	
b. BLADE OR HUB	<i>Standard</i>		<i>N308651</i>	
c. ENGINE	<i>Pratt Whitney</i>	<i>985 AN-6</i>	<i>22985</i>	
d. INSTRUMENT	TYPE AND MANUFACTURE			
The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.				
4. AIRCRAFT	EMPTY WEIGHT (Pounds) <i>3075</i>	EMPTY CENTER OF GRAVITY (Inches from datum) <i>+16</i>	USEFUL LOAD (Pounds) <i>1425</i>	
*AFTER the repairs and/or alterations described below were made.				
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check) ☐ MANUFACTURER ☐ APPROVED REPAIR STATION NO. _____ ☒ CERTIFIED MECHANIC (SPECIFY)				
AGENCY	NAME <i>August</i> <i>Hanser</i>	ADDRESS (Street and number, city, zone, and state) <i>Edinburg Airport</i> <i>Edinburg, Ill</i>		DATE WORK ACCOMPLISHED <i>APRIL 22, 1947</i>
7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 19 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark) <i>Height Report on opposite side, airplane Modified from 3 place navy trainer to 5 place personal plane, removed 3rd set of controls and install factory seat. Repaired landing gear as per 337. Install finger strainer on fuel lines. 1000 hr inspection completed as per form 317. Ship painted and cleaned, airplane placarded. Nipper-Seat D.W.C. # 1A, 1C, 1D</i>				
I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE. <i>Hanser</i> "A" 171258 APRIL 22, 1947 SIGNATURE OF SUPERVISING MECHANIC CERTIFICATE NUMBER AND RATING DATE				
TO BE COMPLETED BY CAA REPRESENTATIVES				
☒ APPROVED ☐ REJECTED ☐ FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE <i>Edwin C. Kucera</i> SIGNATURE OF INSPECTOR		NUMBER <i>337</i> ☐ ACCEPTED ☐ REINSPECTED	DATE <i>APRIL 23, 1947</i> DATE

$$\begin{array}{r} \text{With oil } 230.193 \\ \text{Empty C.G. } 2905 \end{array} = \frac{44390}{2905} = 15.2$$

$$\begin{array}{r} \text{Em W.T. } 3135 \\ -60 \\ \hline 3075 \end{array} \quad \begin{array}{r} 15.2 \\ -30 \\ \hline 4945.2 \end{array} \quad \begin{array}{r} 4765.2 \\ 1800 \\ \hline 4945.2 \end{array} = 16 \text{ Empty C.G.}$$

$$\frac{51685}{37} = 15.8 \text{ Forward C.G. Estimate}$$

$$\frac{95530}{4500} = 21.2 \text{ Aftward C.G. Estimate}$$

Equipment No	Special Equipment	WGT.	ARM
101	AVR - 7HLN	22	+93
101-C	Inter Phone	8	+92
102	Marker Beacon	3	+90
103-D	Transmitter AV F23	36	+94
105-C	Antenna Loop ADA	8	+104
108			
109-B			
113-F			
206-A			
206-C			
206-D			
110			
111			
104			
106-B			
107-B			
201			
204			
205			
210-A			

FEE

Ground School

UNAPPROVED

RECEIVED

FOR APPROVAL

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Form ACA 337

 UNITED STATES OF AMERICA
 DEPARTMENT OF COMMERCE
 CIVIL AERONAUTICS ADMINISTRATION
 WASHINGTON

Classification	Nature of Work Performed	
	Major repair	Major alteration
Aircraft.....	☒	☐
Engine.....	☐	☐
Propeller.....	☐	☐
Instrument.....	☐	☐

Accepted
J. Hughes

(To be filled out by Inspector)	
☒	Approved
☐	Disapproved
☐	Forwarded for engineering approval (Submit complete details)
Date: <i>April 2, 1947</i>	
Inspector: <i>John D. Kucera #337</i>	

 REPAIR AND ALTERATION FORM
 Aircraft-Engines-Propellers-Instruments

Owner's name... *Earl Rinehart* Aircraft Identification Mark No. *N.C. 9887H..*
 Owner's address... *Arlington Heights, Ill.*
 Aircraft manufacturer and model... *Boeing Stearman* Serial No. *748*
 Engine manufacturer and model... *P.W. R-885-6* Serial No.
 Propeller manufacturer and model... Serial No.
 Propeller blade model... Serial No.
 Instrument name, manufacturer, and model... Serial No.
 *To be filled in only for unit repaired or altered.

Repair or Alteration Agency
 *.....Manufacturer. *.....Approved repair station No.
 *.....Certificated mechanic. Agency's name... *W. J. ...*
 Date of repair or alteration... *3-27-47* Address... *Centurist, Airport*

The following work has been accomplished in accordance with Part 18, Civil Air Regulations. (For recommended practice refer to CAM 18.)
 (If blank space is insufficient for clear presentation, attach separate pages (8"x10" or multiples thereof) bearing aircraft identification mark)

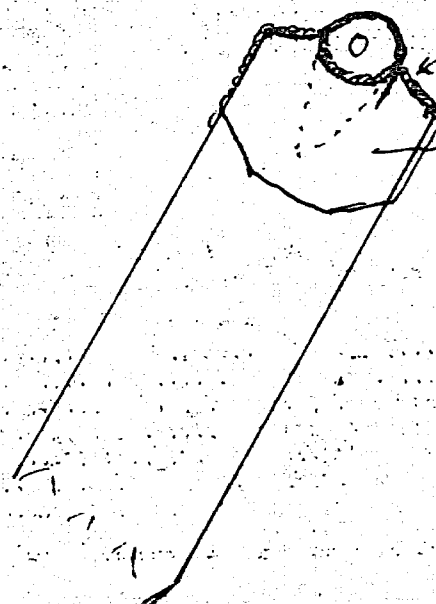
Weld sleeve over end of left & rear gear support strut at fitting to reinforce crash.

STAT.

*Check Agencies Involved.

To be filled out in duplicate and completed on opposite side.

to
front of plane
←



crack

4130 .060 formed
to fit over end and
welded

SUPERVISING MECHANIC'S CERTIFICATE

AB Besser

.....certifies that the foregoing statements are true of his own knowledge.

NOV 30 1981
3-27-47
(Date)

AB Besser
(Mechanic's signature)

Mechanic's Certificate No.

.....1711258.....

U. S. GOVERNMENT PRINTING OFFICE 16-50837-1

FAA AIRCRAFT REGISTRY

CAMERA NO. 5M DATE: 11-30-81

RECEIVED
0 50 31 32
CERTIFICATE SECTION

RECEIVED
APR - 9 1982
AVIATION SAFETY DISTRICT
OFFICE
6-326 LOS ANGELES, CALIFORNIA

Form ACA-309—Page 1, (12-45)

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION								OPERATION LIMITATIONS				REG. MARK	
ENGINE		AIRCRAFT		DATE MFRD.		SERIAL NO.		DESIGNATION		TYPE CERT.			
MAKE Pitts		MODEL 150		1943		748		Land		717			
ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED (All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)													
ENGINE LIMITS								TRUE INDICATED AIR SPEED					
		MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.			M. P. H. LAND	KNOTS SEA		
TAKE-OFF		One	Any	34.5	2200	400	80	CLIMB OR LEVEL FLIGHT		200			
SEA LEVEL		X	TO	30.5	2300	450	87	GLIDE OR DIVE (Smooth Air Only)		270			
METO ALTITUDE		FROM	5000	34.5	2200	400	80	FLAPS EXTENDED		108			
METO		5000	Any	33.5	2200	400	80						
*METO—MAXIMUM EXCEPT TAKE-OFF													
TAKE-OFF WEIGHT						LANDING WEIGHT							
LAND		SEA		LAND		SEA		LAND		SEA			
4500				4500									
OPERATIONS AUTHORIZED													
See Weight & Balance Data Section for Loading Information													
INSPECTOR'S SIGNATURE DATE 11-30-81 4420													

ADDITIONAL OPERATIONS AUTHORIZED ☐ YES ☒ NO (IF YES—SEE OVER)THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT
(FOLD HERE)

10-46710-2

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.)

16-4571

U. S. GOVERNMENT PRINTING OFFICE

Form ACA-305 (12-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-RM1.3	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative	
APPLICATION (Check whether)		AIRWORTHINESS CLASSIFICATION			
☐ ORIGINAL AIRWORTHINESS CERTIFICATE		☒ STANDARD ☐ RESTRICTED			
☒ ANNUAL INSPECTION		☐ EXPERIMENTAL ☐ LIMITED ☐ OTHER			
AIRCRAFT					
MAKE Howard		MODEL DGA-15P		TYPE CERTIFICATE NO. 717	
REGISTRATION NO. N9887H		MANUFACTURER'S SERIAL NO. 748			
ENGINE					
MAKE P&W		MODEL R-985-19			
OWNER'S NAME Jack F. Whalen		PERMANENT ADDRESS (Street and number, city, zone, and State) 6539 Woodman Van Nuys, Calif.			
ATTACHMENTS (Check which)		I CERTIFY that the above statements are true.			
☐ ACA-319 ☐ WEIGHT AND BALANCE REPORT		<u>Harold Mc Keller</u> Owner or authorized agent.			
☐ ACA-337 ☐ DATA, DRAWINGS, ETC.		12/1/50 (DATE)			
☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA		Agent (TITLE)			
Form ACA-305a AIRCRAFT INSPECTION REPORT (To be completed by a CAA inspector or a designated inspector or representative)					
It has been determined that the aircraft described in 305 above is in conformity with the following:					
ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO					
AIRCRAFT SPECIFICATION-AIRWORTHINESS DIRECTIVE NO(S). A-717 AES thru 50-47 (Specify)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION					
(Check whether)					
☒ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS					
☒ AIRWORTHY		DESIGNER'S SIGNATURE AND NO. <u>A. G. B. [Signature]</u> 4422		DATE Dec. 1, 1950	
☐ UNAIRWORTHY		CAA INSPECTOR'S SIGNATURE ROBERT C. ROYAL <u>[Signature]</u>		DATE DEC 18 1950	
		☒ ACCEPTED ☐ REINSPECTED			
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item.) ☐ Yes ☒ No					
1-15-1 NW					

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
JAN 5 8 30 AM '82
MAIL ROOM - 3
WASHINGTON

Form ACA-30-Page 1, (10-4)

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		OPERATION LIMITATIONS				IDENT. MARK NC 9887H
ENGINE MAKE Pratt MODEL Whitney	AIRCRAFT MAKE Howard MODEL D3A-15P	DATE MFRD. 8-43	SERIAL NO. 748	DESIGNATION Land	TYPE CERT. 717	

ENGINE AND AIR SPEED LIMITS NOT TO BE EXCEEDED
(All Values Are Maximum and Are NOT RECOMMENDED OPERATING LIMITS)

ENGINE LIMITS							TRUE INDICATED AIR SPEED		
	MINUTES	ALTITUDE	IN. HG.	R. P. M.	H. P.	FUEL OCT.		M. P. H. LAND	KNOTS SEA
TAKE-OFF	(one)	S.I. 26.5	2300	450	87		CLIMB OR LEVEL FLIGHT	200	
SEA LEVEL	X	TO S.I.	34.5	2200	400	37	GLIDE OR DIVE (Smooth Air Only)	270	
ALTITUDE	FROM	5000	33.5	2200	400	87	FLAPS EXTENDED	108	

*METO—MAXIMUM EXCEPT TAKE-OFF

TAKE-OFF WEIGHT		LANDING WEIGHT	
LAND	4500	SEA	
LAND	4500	SEA	

OPERATIONS AUTHORIZED

U. S. Range is 10.5 to 21.8*
Datum is Wing Leading edge*
*See weight and balance for loading schedule.

INSPECTOR'S SIGNATURE
Elmer D. Kucera
Elmer D. Kucera #337
DATE
April 7, 1947

ADDITIONAL OPERATIONS AUTHORIZED: YES ☐ NO ☒ (IF YES—SEE OVER)

THIS PLACARD MUST BE DISPLAYED IN VIEW OF THE PILOT
(FOLD HERE)

16-45710-2

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.)

16-487.0-2

665

FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 11-30-81

RECEIVED
MAR 24 1950
LOS ANGELES DISTRICT
INSPECTION OFFICE 6-326

WASHINGTON
MAIL ROOM 3
APR 3 11 53 AM '50
DEPT OF COMMERCE
AERONAUTICS DIV

RECEIVED
MAR 20 1950
LOS ANGELES DISTRICT
INSPECTION OFFICE 6-326

FORM ACA-305 (3-5-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-R041.3	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.	
APPLICATION (Check whether) ☐ ORIGINAL AIRWORTHINESS CERTIF. ☒ ANNUAL INSPECTION		CAA IDENTIFICATION ☒ NC ☐ NR ☐ OTHER (Specify) ☐ NX ☐ NL			
AIRCRAFT					
MAKE Howard.		MODEL DGA-15P			
REGISTRATION NO. 9887H	MANUFACTURER'S SERIAL NO. 748.	DATE MANUFACTURED 8-1949	TYPE CERTIFICATE NO. 717.		
ENGINE					
MAKE Pratt & Whitney.		MODEL R-985-19.			
OWNER'S NAME Fred H. Maas		PERMANENT ADDRESS (Street and number, City, Zone and State) 532 So. Rives, Downey, California.			
ATTACHMENTS (Check which) ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT ☒ ACA-337 ☐ SPECIAL APPROVALS ☐ ACA-805 ☐ DATA, DRAWINGS, ETC. ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE. Joseph H. Smith OWNER OR AUTHORIZED AGENT Agent DATE MAY 17 1949			
FORM ACA-305a (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 CONFORMITY WITH THE FOLLOWING ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO					
AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). A 717-5 and ADS. thru 49-10. (SPECIFY)					
AUTHORITY FOR EXCEPTIONS (If any) NONE.					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION					
Check whether) ☐ OPERATION LIMITATIONS FORM ACA-309 WAS ISSUED, OR ☐ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT In Ship.					
FINDINGS					
☒ AIRWORTHY ☐ UNAIRWORTHY	DESIGNEE'S SIGNATURE AND NO. Albion G. Engmark #6340		DATE 3-17-1949.		
	CAA INSPECTOR'S SIGNATURE James L. Stumate		☒ ACCEPTED ☐ REINSPECTED		DATE 3-24-49
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)					

FAA AIRCRAFT REGISTRY

CAMERA NO. 5M DATE: 11-30-81

WASHINGTON
MAY 3 1982
DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

FORM ACA-305 (8-26-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-R041.3	
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) ☐ ORIGINAL AIRWORTHINESS CERTIF. ☒ ANNUAL INSPECTION		CAA IDENTIFICATION ☒ NC ☐ NR ☐ OTHER (Specify) _____ ☐ NX ☐ NL			
AIRCRAFT					
MAKE Howard		MODEL DGA-15P			
REGISTRATION NO. NC 9887H	MANUFACTURER'S SERIAL NO. 748	DATE MANUFACTURED 8-43	TYPE CERTIFICATE NO. 717		
ENGINE					
MAKE Pratt & Whitney		MODEL Wasp Jr. R-985-AN-6			
OWNER'S NAME Earl Reinert & Gordon Horlick		PERMANENT ADDRESS (Street and number, City, Zone and State) 930 West Euclid St., Arlington Hts., Ill.			
ATTACHMENTS (Check which) ☒ ACA-319 ☐ WEIGHT AND BALANCE REPORT ☒ ACA-337 ☐ SPECIAL APPROVALS ☐ ACA-805 ☐ DATA, DRAWINGS, ETC. ☐ ACA-317 ☐ UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE. <i>Robert J. Masano</i> OWNER OR AUTHORIZED AGENT 7-17-48 DATE Agent TITLE			
FORM ACA-305a (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 CONFORMITY WITH THE FOLLOWING ALL APPLICABLE MANDATORY NOTES, INSTRUMENT MARKINGS AND PLACARDING REQUIREMENTS HAVE BEEN COMPLIED WITH ☒ YES ☐ NO					
(AIRCRAFT SPECIFICATION - AIRWORTHINESS DIRECTIVE, NO(S). <i>A-717-5</i> ADS thru 48-27 (SPECIFY)					
FORM ACA-1362, CERTIFICATE OF AIRWORTHINESS, ISSUED ☐ ORIGINAL ☒ ANNUAL INSPECTION					
(Check whether) ☐ OPERATION LIMITATIONS FORM ACA-309 WAS 166020, OR is available in aircraft. ☐ APPROVED AIRPLANE FLIGHT MANUAL IS IN THE AIRCRAFT					
FINDINGS					
☒ AIRWORTHY ☐ UNAIRWORTHY		DESIGNEE'S SIGNATURE AND NO. <i>Albert J. Dudek 3263</i>		DATE 7-17-48	
		CAA INSPECTOR'S SIGNATURE <i>R. Manger</i>		☐ ACCEPTED ☒ REINSPECTED DATE 7-23-48	
REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)					

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMIN.
AUG 17 12 13 PM '48
MAIL ROOM - 1
WASHINGTON

FORM ACA-305 (3-7-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		BUDGET BUREAU NO. 41-R041.2 APPROVAL EXPIRES FEBRUARY 15, 1947	
APPLICATION FOR AIRWORTHINESS CERTIFICATE AND/OR ANNUAL INSPECTION OF AN AIRCRAFT				INSTRUCTIONS Please submit this form to the Civil Aeronautics Administration Field Representative.	
APPLICATION (Check) ☒ AIRWORTHINESS CERTIFICATE ☐ ANNUAL INSPECTION		CAA IDENTIFICATION ☒ NC ☐ NX ☐ WR ☐ OTHER (Specify) _____			
AIRCRAFT					
MAKE <u>Howard</u>		MODEL <u>DOA-15P</u>			
REGISTRATION NO. <u>9887H</u>		MANUFACTURER'S SERIAL NO. <u>748</u>		DATE MANUFACTURED <u>8-43</u>	
ENGINE					
MAKE <u>Pratt Whitney</u>		MODEL <u>985 AN-6</u>		RATED H.P. <u>450</u>	
(Check whether) ☐ NEW ☒ USED ☐ OVERHAULED		OVERHAULED, STATE BY WHOM _____		DATE OF OVERHAUL _____	
(Check which) ☒ AIRCRAFT NOW REGISTERED WITH THE ADMINISTRATION ☐ APPLICATION FOR REGISTRATION AND BILL OF SALE (FORMS ACA-501 AND 502) ATTACHED					
OWNER'S NAME <u>Earl Reinst & Gordon Horlick</u>		PERMANENT ADDRESS (Street and No., City, Zone, State) <u>930 W. Euclid Ave</u> <u>Arlington Heights, Ill</u>			
ATTACHMENTS (Check which) ☒ ACA-319 ☒ WEIGHT AND BALANCE REPORT ☒ ACA-337 ☐ SPECIAL APPROVALS ☐ ACA-805 ☐ DATA, DRAWINGS, ETC. ☐ ACA-327 ☐ UNAPPROVED DEVIATION DATA		I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE <u>Earl Reinst</u> OWNER OR AUTHORIZED AGENT			
DATE <u>6-4-47</u>		TITLE _____			
FORM ACA-305a (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 CONFORMITY WITH THE FOLLOWING:					
LISTING IN INSPECTOR'S HANDBOOK, CHAP. XVIII		AIRCRAFT SPECIFICATION		AIRWORTHINESS DIRECTIVE	
PAGE NO. _____ T.C. NO. <u>717</u>		SERIAL NO. <u>A-717-4</u> EFFECTIVE NOTES <u>2-3-9-10</u>		NO. H.M. <u>215</u> EFFECTIVE NOTES <u>3-</u>	
OTHER (Describe) _____		EXCEPTIONS, IF ANY (If additional space is required, use reverse) _____			
☒ FORM ACA-319 (Return to owner)		APPROVED BY <u>F.H. ZINSSER C.G. COAKLEY</u>		MECH. CERTIF. AND RATING NO. <u>A.171258 E.120577</u>	
☒ FORM ACA-1362 ISSUED		CERTIFICATE VALID TO (Specify date) <u>APRIL 1947</u>		DATED <u>April 2, 1947</u>	
☐ AIRCRAFT AIRWORTHINESS CERTIFICATE WITH OPERATION LIMITATIONS FORM (ATTACHED) WAS ISSUED <u>APRIL 1947</u>					
FINDINGS					
☒ AIRWORTHY		DESIGNER'S SIGNATURE AND NO. <u>Edna Blucina #337</u>		DATE <u>APRIL 1-1947</u>	
☐ UNAIRWORTHY		CAA INSPECTOR'S SIGNATURE <u>J. D. Hughes</u>		☒ ACCEPTED ☐ REINSPECTED	
DATE <u>5-2-47</u>		REASON FOR DISAPPROVAL, OR REMARKS (Indicate if you have used the reverse to continue this or other item ☐ Yes ☒ No)			
<u>307 Available</u>					

FAA AIRCRAFT REGISTRY

CAMERA NO. 511 DATE: 11-30-81

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
MAY 13 11 00 AM '47
MAIL ROOM - 1
WASHINGTON

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON

FERRY PERMIT, TEMPORARY REGISTRATION AND AIRWORTHINESS CERTIFICATE

Name Earl Reinert And Gordon Horlick

Address 930 W. Euclid, Arlington Hts., Ill.

Date Dec. 1, 1946

This is your authority to ferry Howard aircraft, Model ME-1,
Army Identification No. 29423 ✓, Serial No. 745 date of manu-

facture Unknown. 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

Woodward Field, Camden, S.C. to XXXXX Chicago, Ill

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-
nation and not later than Dec. 3, 1946 (Date)

☒ Flown out ☐ Hauled out

Chet W. Carr
Inspector, General Inspection Division

NOTE: Aircraft was released after
owner produced satisfactory proof
of ownership.

Sam B. Brown
D.P.C. Supervisor

Dec. 1, 1946

Date

DISTRIBUTION:

- 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. 54 DATE: 11-30-81

24 NOV 20 81