US Department

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

Federal Aviati Administration	on												
instructions	and disposit	or type all entries tion of this form. T C. §46301(a))											
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#### 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 nationals	ity and registration mark and date work complet	ted.)
and the second s	N4593H	
Approximation of the second of	Nationality and Registration Mark	Date
This 337 is to separate and clarify the Continental C-85 eng on form 337 recorded 8-9-82.	ine installation previously done o	n this aircraft as listed
CAA approval for N4669H, sn 15-371, dated 7-25-51 was u	sed as a basis for approval for th	is modification.
Attached letter from the CAA dated 6-19-1951 for a PA17 (s and engine mount are structurally satisfactory for the subject may be accomplished by utilizing the original A-65 engine c induction systems." Note the Piper PA17 was certified with	ct installation. In addition, the C-8 omponents, such as baffling, cow the Continental A-65 engine.	5 engine installation
The complete Lycoming 0-145 engine assembly including n removed in 1982.	nount, propeller, intake, and exha	ust systems were
Verified the proper installation of the Continental C-85-12 er Piper PA17 components: engine mount, nose cowl, carb he Blanking plates are fitted over the C-85 starter and generate	at air box, engine exhaust, and c	
Propellers: Per the CAA Letter dated 6-19-1951 see note 2 A fixed pitch wood or metal propeller (McCauley 1A190 or S RPM may be utilized providing the following limits are maint a. Full throttle static RPM; not over 2250, not under 200 b. Diameter; not over 72 inches, not under 69.5 inches.	Sensenich M76AK-4) rated or the tained.	engine power and
Verified engine instruments have been re-marked in accord E-233.	ance with Continental C85 Type	Certificate Data Sheet
Fuel system has been tested meet flow requirements of CA	R 3.434 and recoded in aircraft L	ogbooks / records
Aircraft has been weighed; new aircraft Weight & Balance c	alculations entered into aircraft L	ogbooks / records.
An operational check flight will be performed per 14 CFR 91 the aircraft's airframe maintenance Logbooks / records, cert operational limits of the aircraft's design.		
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Addition	nal Attached Sheet
	N4593H
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1.	<b>INTRODUCTION:</b> Piper PA-15 engine change. Removed Lycoming 0-145 engine of 65 hp and replaced with a Continental C85-12 with blanking plates fitted over starter and generator openings.
2.	<b>DESCRIPTION:</b> Installed a Continental C-85 engine assembly and appropriate propeller. Installation basis per 337 for Piper PA-15 Vagabond,N4669H, serial number 15-371 dated 7-25-51 with CAA Engineering stamp. All placards and listings complied with in accordance with Piper Type Certificate A-800.
3.	Control, Operation Information: See Aircraft Flight Manual, TCDS E-233 for C85
4.	<b>Service Information:</b> TCM Maintenance Manual Form No. X30010 dated January 1984 or as revised, TCDS E-233 for C85
5.	<b>Special Inspection Requirements:</b> Piper Classic Aircraft Inspection Checklist, and TCM Maintenance Manual Form No. X30010 dated January 1984 or as revised.
6.	<b>Troubleshooting Information:</b> TCM Maintenance Manual Form No. X30010 dated January 1984 or as revised.
7.	Removal and Replacement Information: Piper Service Manual for PA-15/17
8.	Diagrams: N/A
9.	Special Inspection Requirements: N/A
10.	Application of Protective Treatments: N/A
11.	Data Relative to Structural Fasteners: N/A
12.	List of Special Tools: N/A
13.	For Commuter Category Aircraft: N/A
14.	Recommended Overhaul Periods: No additional overhaul time limitations
15.	Airworthiness Limitation Sections: See Aircraft Flight Manual
16.	<b>REVISIONS:</b> A letter will be submitted to the local FAA Office with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing block 3 and including the following statement, "The attached revised/new Instructions for Continued Airworthiness for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness. After the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, and date on the FAA Form 337.
	ENDEND

#### DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

Federal Building New York International Airport Jamaica, F. Y.

Atta: 1-567

#### AIR MAIL

June 19, 1951

Mr. R. L. Hulco City Flying Service Kalanasco, Michigan

Dear Mr. Hulce:

This will confirm the telephone conversation on June 18, 1951 between you and Mr. A. A. Blanck, of this office, regarding the installation of a Continental, C-85, engine on the Piper PA-17, aircraft.

The subject aircraft forward fuselage structure and engine meunt are structurally satisfactory for the subject installation. In addition, the C-85 engine installation may be accomplished by utilising the original A-65 engine components, such as baffling, cowling, exhaust and induction systems. However, the following items should be noted:

- 1. To comply with CAR 3.440 which requires a usable fuel tank capacity of not less than I gallen for each maximum continuous rated engine hersepower, the pertinent engine limits specified below must be observed, on the basis of the aircraft's 12 gallen fuel tank.
  - a. Take-off and Climb 2575 RPM (85 HP)
    b. For all ether operations 2525 RPM (80 HP)
- Sensenich M76AK-4) rated for the engine power and RPM may be utilized provided the following limits are maintained.
  - a. Full throttle static RPM; not over 2250, not under 2000.
  - b. Diameter; not over 72 inches, not under 69.5 inches.
- The original aircraft gross weight, e.g. limits and placard speeds must be maintained.
- 4. The aircraft flight manual must be revised as follows:
  - a. The "Limitations" section must list the designation of the propeller installed and the C-85 engine and its pertinent limits.

b. The "Performance" section must specify the fellowing:

"Performance with the C-85 engine and -- propeller has
been demonstrated to equal or exceed that shown herein
for the A-65 engine and the fixed pitch weed propeller".

Approval of the subject installation may be obtained by submitting an ACA Form 557, covering the installation, to your local C.A.A. Agent. Upon satisfactory inspection of the aircraft for workmanship, materials used and conformity with the items herein specified, approval may be granted.

If you require any additional assistance, please do not hesitate to contact this or our Region Three office. The address of the latter affice is:

Department of Commerce Givil Aeronautics Administration O'Hare Field Chicago International Airport Park Ridge, Illinois

In addition a copy of this letter is being transmitted to the latter effice for their information, in the event you should have occasion to contact them regarding the above matter.

Very truly yours,

/s/ Herbert M. Toomey

Herbert M. Toomsy Chief, Aircraft Division

HAIL ROOM 3 WASHINGTON

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DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION BURGET BUREAU NO. 41-R052.1 PROVAL E-PIRES DECEMBER 31, 1948

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

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FORM ACA-337

DEPARTMENT OF COMMERCE CIVIL AERONAUTICS 'ADMINISTRATION BURGET BUREAU NO. 41-R052.1 PROVAL ESPIRES DECEMBER 31, 1948

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

. for	royal. When approved, retainer of the constant	A) above.	SERIAL NO.	CAA IDENT	FIFICATION MARK
· ,- ·	. Pipor  NAME (First; middle, lest)	PA-15 ADDRESS (Street end	15-371	and state)	9 <u>H</u>
• OWNER	L. E. Frake	Yellow Jack	et, Colorado.		
FILL IN I	NFORMATION IN THIS ITEM ONLY	FOR THE UNIT REPAIRED AND/O	R ALTERED	HATURE OF	WORK (Check)
UNIT	MAKE	MODEL	SERIAL NO.		MAJOR ALTERATIO
· AIRCRAFT	(Aa de	ecribed in Item 1 above)			X
. JLADE OR HUB		AFS	<b>B</b> OVED		
- ENGINE		Civil Acronal Again & Con	ios Administration conents Br., Region 5		
. INSTRUMENT	TYPE AND MANUFACTURER	Lowe	Date_10/16_	12.1	
• AIRCRAFT	ing items are to be completed 1 not be completed until suby the installing agency, if EMPTY WEIGHT (Pounds)* EMPTY 645 # 13 repairs and/or alterations de AGENCY WHICH MADE REPAIRS AND	applicable.  CENTER OF GRAVITY (Inches in a content of wing load or content of wing load or cribed below were made.	rom datum)* USEFUL	LOAD (Pounds)*	
MANUF.		REPAIR STATION NO.  (8)  ADDRESS (Street and numbe	PECIFY) r, city, sone, and a		
AGENCY	<sup>NAME</sup> Elles Aircra <i>l</i> t Sorvice	Ute Field Corte			7-25-51
AGENCY 7. DESCRIPT AERONAUT Identification of the continuation	Illes Aircraft Service ION OF WORK ACCOMPLISHED IN A ICS MANUAL 18. (If more specific mark)	Ute Field Corton Continue on revealing model 8-145-82 and engine mount furnitherials throughouts be enterials. Trim to fit tilight with 87 deg 18 dog C cruises. Oil to stacks, mufflers and	enging and mountished by Piper affles rade up original cowling outside air towns taken off another outside air towns are outside air tow	ons and instant the and instant factory for in this change. Follows map. Cyl had elimb 186 o Pipor Far	sociated civilering electric e
AGENCY  AGENCY  AGENCY  ACTION  CONTI  In sta  G40  Ongin  MAX  100  Cit  CERTIFY T	ION OF WORK ACCOMPLISHED IN A ICS MANUAL 18. (If more apparation mark)  Remove Ive inental model C-85-12F and 032° 2457 alsold and 032° 2457 alsold and temperatures on tost also off 175 deg C. 15 deg F cruise. Exhaust to this installation.  HAT THE ABOVE STATEMENTS ARE NOTE IN MILOS SIGNATURE OF SUPERVISING MEC	Ute Field Corte accordance with Part 18 of the inneeded, continue on rev examing model 8-145-BZ and engine mount furn buffles throughout. Be enterial. Trim to fit t flight with 87 deg 1 0 deg C cruise. Oil to stacks, mufflers and a Carb heater is Piper  TRUE AND CORRECT TO THE BES HANIC CERTIFICATE	engine and mountished by Piper affles rade up original cowling take off another takes are continental instituted.	ons and instant the and instant factory for in this change. Follows map. Cyl had elimb 186 o Pipor Far	SOCIATED CIVIL ering aircraft tall r PA-17. op with ing are and dog P.
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