

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

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

| | | | | |
|-------------|--|----------------|--------------------|--|
| 1. AIRCRAFT | MAKE Piper | MODEL PA-17 | SERIAL NO. 17-7 | NATIONALITY AND REGISTRATION MARK N 4582H |
| 2. OWNER | NAME (Last, middle, first) David L. Stoddard | | | |
| | ADDRESS (Street and number, city, zone, and State) 2316 E. 5th Ave. Anchorage, Alaska | | | |

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 |
| 4. AIRCRAFT | ***** (As described in item 1 above) ***** | | | | XX |
| 5. PROPELLER BLADE OR HUB | | | | | |
| 6. ENGINE | | | | | |
| 7. INSTRUMENT | TYPE AND MANUFACTURER | | | | |
| 8. AIRCRAFT | | | | | |

This item must be completed by an air or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time it will be completed by the installing agency, if applicable.

WEIGHT AND BALANCE DATA

| EMPTY WEIGHT (lbs.) | EMPTY CENTER OF GRAVITY (inches aft of datum) | USEFUL LOAD (lbs.) |
|---------------------|---|--------------------|
| 680 | + 13.34 | 470 |
| Net Prop Net Inc | + 12.42 | 457 |

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

MANUFACTURER APPROVED REPAIR STATION CERTIFIED MECHANIC

| | | | |
|-----------|------------------------|---|------------------------------------|
| 6. AGENCY | NAME W. L. Stoddard | ADDRESS (Street and number, city, zone, and State) 2316 E. 5th Ave. Anchorage, | DATE WORK ACCOMPLISHED 12-11-54 |
|-----------|------------------------|---|------------------------------------|

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)

Removed Engine, Continental A-65-8 Serial No. 61164-8-8 and installed Engine, Continental C-85-8 Serial No. 3055612 Purchased newly majored from Lloyd Neill of Crane, Mo. Net increase in weight 8 lbs.

| | | | |
|-----------------------|-----|---------|--------|
| Previous weight empty | 672 | + 13.85 | 9307.2 |
| Engine (Net Increase) | 8 | - 30. | 240. |
| New weight | 680 | + 13.34 | 9067.2 |
| Net Prop Net Inc | 11 | - 44 | 484 |
| | 691 | + 12.42 | 8583.2 |

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark. OPER 2

FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

W. L. Stoddard A & E 18171 12-11-54
(Signature of supervising mechanic) (Certificate no.) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

| | | | |
|--|--|--|----------------|
| <input checked="" type="checkbox"/> APPROVED | DESIGNEE'S SIGNATURE | NO. | DATE |
| <input type="checkbox"/> REJECTED | CAA AGENT SIGNATURE <i>David Lipman</i> | <input type="checkbox"/> ACCEPTED <input checked="" type="checkbox"/> REINSPECTED | DATE 6-4-55 |

Original PA-17 Cowling, baffles and exhaust system was used.
Only the engine was changed from the original.

1. This form must be filed out in duplicate each time a repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation, limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been created 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 certified repair station, when the appropriate rating is returned to service without prior approval, and an authorized CAA representative is provided a written statement 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 Form ACA-309, the appropriate section.
 - b. Mechanics—submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will retain the original copy to the mechanic who should submit it to the aircraft owner.
 - c. Manufacturer or Approved Repair Station—submit to CAA representative for inspection and approval of CAA representative prior to returning the article to service.
 - d. For a component installed in an aircraft, complete Form ACA-309, the appropriate section, and submit it to the aircraft owner.
 - e. For a spare component—complete Form ACA-309, the appropriate section, when it is applicable, and submit it to the aircraft owner.
6. 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. After installation, the mechanic should submit a copy of the form to the installing agency to be retained. The mechanic should also submit a copy of the form to the manufacturer or approved repair station. After installation, the mechanic should submit a copy of the form to the nearest CAA district office or CAA representative for inspection and approval.

INSTRUCTIONS