

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

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

AIRCRAFT	MAKE CHASE	MODEL YC - 122 C	SERIAL NO. 49-2884	NATIONALITY AND REGISTRATION MARK N 122 S
2. OWNER	NAME (First, middle, last) Chris D. Stoltzfus		ADDRESS (Street and number, city, zone and State) P. O. Box 470 Coatesville, Penna.	

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	Ham - Standard	23850 - 505	NK-98441 BRC-6915		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)*
Restricted Category 8	22,482.	220.8	10262

CONFORMITY STATEMENT (Complete and check)

AGENCY'S NAME AND ADDRESS A.C.U. Reading Aviation Service, Inc. MAY 17 1962 P.B.	b. KIND OF AGENCY <input type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input checked="" type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. 3535
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

5/4/62 (Date repair and/or alteration completed)
Paul Meals #1444368 (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)

5/4/62 (Date of approval or rejection)
Hans Hass Chief Inspector (Signature of authorized individual; title or identification number)

TO BE COMPLETED ONLY BY FAA PERSONNEL

Forwarded for engineering comment See attached memorandum
 Accepted GADO (Date) Reinspected _____ (Date) Spot Checked 5/8/62 (Date)
EA-8 (FAA designation number) R. S. Whitehead (Signature Flight Standards Inspector)

INSTRUCTIONS

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

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

8. DESCRIPTION OF WORK ACCOMPLISHED.*

Removed propeller assemblies Hamilton Standard Model 23E50-543 and installed Hamilton Standard propeller assemblies Model 23E50-505 serial # NK98441 on right engines and serial #RRC-6915 on left engine.

These propellers were customer furnished overhauled assemblies. Propellers were assembled, tested and checked for balance by Reading Aviation Service, Inc.

Gear segment on # 3 blade of propeller S/N NK 98441 was replaced due to rust pits.

Propellers installed by R. A. S.

Propeller installation approved as per letter dated 16 Feb 60, by Stephen H. Rolle, Chief, Propulsion Branch, Bureau of Flight Standards.

Placards:

1. Engine powers must be limited to 1700 horsepower and never to exceed 2600 R.P.M. for take-off, and 1500 horsepower for maximum continuous.
2. Avoid all continuous operation between 1500 and 1800 R.P.M.

OKLAHOMA CITY, OKLA.

MAY 16 1 38 PM '60

AIRCRAFT AND AIRCRAFT
RECORDS BRANCH
FAA

*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.