

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

AIRCRAFT	MAKE CHASE	MODEL YC-122C	SERIAL NO. 49-2884A	NATIONALITY AND REGISTRATION MARK N 122S
2. OWNER	NAME (First, middle, last) Chris D. Stoltzfus		ADDRESS (Street and number, city, zone and State) 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 Item 1,2
b. POWERPLANT	Wright	R-2600-20	Left #121730 Rt #120710		X Item 3
c. PROPELLER	Hamilton-Standard	23E50543			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)*
CAM 8	22,473	220.8 Rev #1	CAM Part 8

CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Hamilton Aircraft Co. Inc. 6501 S. Park Avenue Tucson, Arizona	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. A&E <input type="checkbox"/> Foreign Certificated Mechanic. <input 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. 491285
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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.

20 March, 1958 (Date repair and/or alteration completed) *BR Scherer* (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)

3-20-58 (Date of approval or rejection) *James H. Stevenson* (Signature of authorized individual; title or identification number)

TO BE COMPLETED ONLY BY CAA PERSONNEL

Forwarded for engineering comment See attached memorandum

Accepted _____ (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

(CAA designation number) *7-2-8* _____
(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.

8. DESCRIPTION OF WORK ACCOMPLISHED.*

The following work was performed in accordance with CAM 8:

1. Installed wing splate plates at connecting point of outboard end of wing and inboard end of wing tip. Workmanship done in accordance with CAM 18. Ref. Hamilton Drawing #55-131
2. Modified wing station 125 at engine submount fitting, left and right in accordance with Chase Aircraft Co. prints Nos. 7B-111032 and 7B-111201. Modification approved by DER 1-112 of Chase Aircraft Co. Trenton, New Jersey.
3. Removed Wright 1820-101 engines and Curtiss Electric Propellers. Re-manufactured TBM engine mounts, re-manufactured Chase cowling and installed with Wright R-2600-20 engines as per list of drawings below. Engine mount was static tested according to CAM 8 with 33% overload. Installed Hamilton-Standard 23E50-543 propellers.

The following drawings are applicable to the above modifications:

Hamilton Drawing No. 55-126 Engine Cowling
55-127-1 Engine Dishpan
55-127-2 Engine Dishpan Center
55-128-1 Cowl Flaps
55-128-2 Cowl Flaps
55-129 Engine Mount
55-130 Carburetor Air Scoop
55-131 Wing Splate Plates

The above modifications are identically the same as approved by CAA Aircraft Engineering Division, Los Angeles, California on Chase Aircraft Registration # N 5904V

This aircraft as modified was flight checked on 3/27/58

by Deland Evans Lic. No. 328595 Canon
and found to be safely controllable in all attitudes of normal flight.
Flight time for test was 1:00 HRS.

*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.