

DEPARTMENT OF COMMERCE

CIVIL AERONAUTICS ADMINISTRATION

ALLENTOWN-BETHLEHEM AIRPORT
ALLENTOWN, PA.

IN REPLY REFER TO
FILE

JANUARY 16, 1945

MR. CHRIS. D. STOLTZFUS
SADSBURYVILLE
PARKSBURG, PA.

DEAR MR. STOLTZFUS:

REFERENCE TO OUR PHONE CONVERSATION OF JANUARY 16, I AM OUTLINING BELOW THE INFORMATION PERTINENT TO THE CONVERSION OF GLIDERS TO POWERED AIRCRAFT.

AERONCA TG-5, PIPER TG-8 AND TAYLORCRAFT TG-6 GLIDERS:

(A) WHEN AN AIRPLANE FUSELAGE IS USED, I.E., FUSELAGE FROM A PREVIOUSLY CERTIFICATED AIRCRAFT OR A NEW ONE OBTAINED FROM THE MANUFACTURER.

IN THE ABOVE CASE, APPLICABLE PARTS OF THE GLIDER CAN BE INSTALLED ON THE FUSELAGE TO CONSTRUCT THE AIRPLANE AND THE SERIAL NUMBER OF THE FUSELAGE MAY BE USED FOR REGISTRATION PURPOSES. IT MUST BE DEMONSTRATED TO THE CIVIL AERONAUTICS ADMINISTRATION INSPECTOR THAT ALL ADDITIONAL PARTS AND COMPONENTS NEEDED TO COMPLETE THE AIRPLANE ARE BONAFAIDE PARTS FOR THE MODEL AIRPLANE INVOLVED. PRIOR TO CERTIFICATION, WEIGHT AND BALANCE DATA WILL HAVE TO BE SHOWN AND THE AIRPLANE INSPECTED ON THE GROUND AND FLIGHT TESTED IN ACCORDANCE WITH CAR 18.52.

(B) WHEN THE PRIMARY STRUCTURE OF THE GLIDER FUSELAGE IS USED, THE FORWARD PORTION OF THE STRUCTURE MUST BE REBUILT TO CONFORM TO THE APPROVED AIRPLANE FUSELAGE. FAIRINGS, ENCLOSURES, FIREWALL, POWER PLANT INSTALLATIONS, ETC., WILL HAVE TO BE FABRICATED. IN ORDER TO DO THIS IT WILL BE NECESSARY FOR THE REMODELER TO OBTAIN APPROVED DRAWINGS OR PARTS FROM THE MANUFACTURER AND MAKE THE CHANGES ACCORDINGLY. ALL ADDITIONAL PARTS AND COMPONENTS NEEDED TO COMPLETE THE AIRPLANE MUST BE BONAFAIDE PARTS FOR THE MODEL AIRPLANE INVOLVED OR SHOWN TO BE THE EQUIVALENT. IN THE ABOVE CASE, APPROVAL FOR CERTIFICATION WILL BE SUBJECT TO DECISION BY THE AIRCRAFT ENGINEERING SECTION OF CIVIL AERONAUTICS ADMINISTRATION.

(C) IN THE CASE OF AIRCRAFT ASSEMBLED FROM THE BASIC GLIDER PARTS IN CONJUNCTION WITH BUILT UP COMPONENTS OF THE REMODELERS OWN DESIGN, THE CERTIFICATION PROCEDURE IS MUCH MORE DIFFICULT. EVEN THOUGH THE REMODELER MAKES AN EXACT COPY OF A PART FROM AN EXISTING APPROVED AIRPLANE, THE FACT REMAINS THAT THE MANUFACTURER IS SOLE OWNER OF THE TYPE DESIGN RIGHTS FOR THE AIRCRAFT BUILT IN CONFORMITY WITH THE DRAWINGS COVERED UNDER HIS TYPE CERTIFICATE AND THEREFORE CERTIFICATION OF AN AIRPLANE MADE FROM PARTS NOT BUILT BY THE MANUFACTURER WILL NOT BE POSSIBLE UNLESS, (1) THE MANUFACTURER EXPRESSES AGREEMENT FOR INCLUDING EACH INDIVIDUAL SO BUILT UNDER HIS TYPE CERTIFICATE, OR, (2) THE REMODELER UNDERTAKES TO SHOW THAT HIS AIRPLANE FULLY COMPLIES WITH THE AIRWORTHINESS REQUIREMENTS CONTAINED IN PART 04 OF THE CIVIL AIR REGULATIONS. CONVERSIONS OF THIS TYPE WILL BE SUBJECT TO APPROVAL BY THE AIRCRAFT ENGINEERING SECTION OF CAA.

WE HOPE THE ABOVE INFORMATION WILL BE OF ASSISTANCE TO YOU AND IF THERE IS ANYTHING FURTHER YOU DESIRE, PLEASE FEEL FREE TO CALL ON US.

YOURS VERY TRULY
H. B. Gowin
H.B. GOWIN
AERO. INSPECTOR.

Ken Stoltzfus Collection
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