

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

**INSTRUCTIONS** - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

- (A) For an Aircraft - Complete items 1, 2, 3a, 4, 5, 6, and 7 and submit to CAA representative for approval.  
(B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.  
(C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE <b>Piper</b>	MODEL <b>J3C-65</b>	SERIAL NO. <b>43-3124</b>	CAA IDENTIFICATION MARK
2. OWNER	NAME (First, middle, last) <b>Airplane Dusting &amp; Spray- ing Company, Inc.</b>		ADDRESS (Street and number, city, zone, and state) <b>Coatsville, Pa.</b>	

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
a. AIRCRAFT	<b>Approved for Assembly</b>	<b>(As described in item 1 above)</b>	<b>2278</b>	<b>7-31</b>	<b>4X7</b>
b. PROPELLER BLADE OR HUB					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (Pounds)* <b>780.5</b>	EMPTY CENTER OF GRAVITY (Inches from datum)* <b>18.38</b>	USEFUL LOAD (Pounds)* <b>539.5</b>
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\*AFTER the repairs and/or alterations described below were made.

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

☐ MANUFACTURER☒ APPROVED REPAIR STATION NO. **1340**☐ CERTIFIED MECHANIC

(SPECIFY)

6. AGENCY	NAME <b>Piedmont Aviation, Inc.</b>	ADDRESS (Street and number, city, zone, and state) <b>Winston-Salem, N. C.</b>	DATE WORK ACCOMPLISHED <b>7-31-47</b>
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7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

1. Fuselage was converted to Crop Duster. Conversion made identical as approved conversion on NR 98854, PA Dwg. #8.

2. Entire fuelage was covered with Grade A Fabric, Doped and Finished BY **APPROVED BY**

Ken Stoltzfus Collection  
www.john2031.com

**INSPECTOR FOR**  
**PIEDMONT AVIATION, Inc.**  
**WINSTON-SALEM, N. C.**

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

APPROVED REPAIR STATION NO. 1340

N. H. YOUNG

A&amp;E M-210980

DATE

SIGNATURE OF SUPERVISING MECHANIC

CERTIFICATE NUMBER AND RATING

TO BE COMPLETED BY CAA REPRESENTATIVES

☒ APPROVED☐ REJECTED☐ FORWARDED FOR  
ENGINEERING  
APPROVAL

SIGNATURE OF DESIGNEE

SIGNATURE OF INSPECTOR

Jules De Crescenzo

NUMBER

DATE

☒ ACCEPTED☐ REINSPECTED

DATE

7-15-47