

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 Piper	MODEL J3C	SERIAL NO. G-116	CAA IDENTIFICATION MARK NO. 47049
2. OWNER	NAME (First, middle, last) Chris D. Stoltzfus		ADDRESS (Street and number, city, zone, and state) Box 470 Coatesville, Penna.	

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	Approved for assembly, signed S.L. Smith-2278.7/31/47 (As described in Item 1 above)				X
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)* 791	EMPTY CENTER OF GRAVITY (Inches from datum)* 18.94	USEFUL LOAD (Pounds)* 429
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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)			
<input type="checkbox"/> MANUFACTURER	<input checked="" type="checkbox"/> APPROVED REPAIR STATION NO. 1340		
	<input type="checkbox"/> CERTIFIED MECHANIC		
	(SPECIFY)		
6. AGENCY	NAME Piedmont Aviation, Inc.	ADDRESS (Street and number, city, zone, and state) Winston-Salem, N. C.	DATE WORK ACCOMPLISHED 7/31/47

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 identical as approved conversion on NR 98854, PA Dwg. #8
2. Entire fuselage was covered with Grade A Fabric, doped and finished.

Ken Stoltzfus Collection
www.john2031.com

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

Signed

N. H. Young

SIGNATURE OF SUPERVISING MECHANIC

A & E M-210980

CERTIFICATE NUMBER AND RATING

7/31/47

DATE

TO BE COMPLETED BY CAA REPRESENTATIVES

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED <input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE John E. Shopp 2nd	NUMBER 116	DATE 2-2-49
	SIGNATURE OF INSPECTOR	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE