

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.

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|-------------|--|--------------------------|--|--|
| 1. AIRCRAFT | MAKE <i>Piper</i> | MODEL <i>J3 - C65</i> | SERIAL NO. <i>87</i> | CAA IDENTIFICATION MARK <i>NR 46914</i> |
| 2. OWNER | NAME (First, middle, last) <i>Chris D Stoltzfus</i> | | ADDRESS (Street and number, city, zone, and state) <i>Box 470 Coatesville, Pa</i> | |

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 | (As described in item 1 above) | | | | <input checked="" type="checkbox"/> |
| b. PROPELLER | | | | | |
| c. BLADE OR HUB | | | | | |
| d. ENGINE | | | | | |
| e. 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)* <i>758.5</i> | EMPTY CENTER OF GRAVITY (Inches from datum)* <i>+20.03</i> | USEFUL LOAD (Pounds)* <i>583.5</i> 461.5 |
|-------------|--|---|--|

*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 type="checkbox"/> APPROVED REPAIR STATION NO. _____ |
| <input checked="" type="checkbox"/> CERTIFIED MECHANIC | |

(SPECIFY)

| | | | |
|-----------|---|--|--|
| 6. AGENCY | NAME <i>Leicester Aviation Service, Inc.</i> | ADDRESS (Street and number, city, zone, and state) <i>RFD #8 Leicester, Pa.</i> | DATE WORK ACCOMPLISHED <i>Aug 28 1947</i> |
|-----------|---|--|--|

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)

Belly covering of fuselage rearward of hopper throat replaced with 24 ST Alclad to conform with requirements of sulphur dusting. Also all hopper mechanism bonded.

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

| | | |
|--|--|----------------------------|
| <i>E. G. Vauffran</i> SIGNATURE OF SUPERVISING MECHANIC | <i>402M-18434</i> CERTIFICATE NUMBER AND RATING | <i>Aug 28 1947</i> DATE |
|--|--|----------------------------|

TO BE COMPLETED BY CAA REPRESENTATIVES

| | | | |
|---|--|--|------------------------|
| <input checked="" type="checkbox"/> APPROVED | SIGNATURE OF DESIGNEE <i>John De Crescenzo</i> | NUMBER | DATE |
| <input type="checkbox"/> REJECTED | | | |
| <input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL | SIGNATURE OF INSPECTOR <i>John De Crescenzo</i> | <input checked="" type="checkbox"/> ACCEPTED | DATE <i>9-15-47</i> |
| | | <input type="checkbox"/> REINSPECTED | |