

Plane Sense

General Aviation Information



FEDERAL AVIATION AGENCY

PLANE SENSE

General Aviation Information

August 1962



Federal Aviation Agency

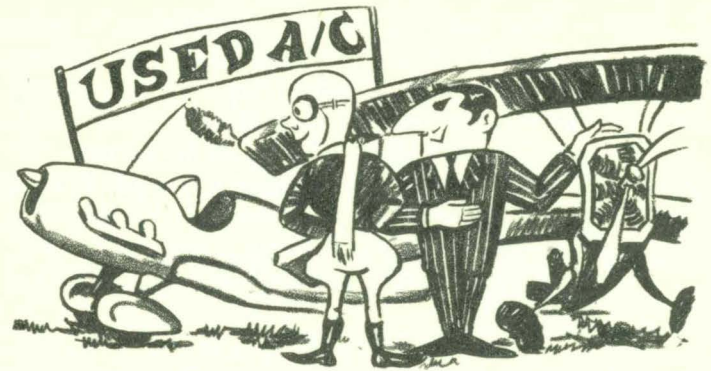
PREFACE

This aviation booklet was prepared by the Federal Aviation Agency, Flight Standards Service, Maintenance Division, to acquaint the prospective pilot and airplane owner with some fundamentals of owning and operating an airplane. The contents are based on requirements in effect at the date of publication.

Since the aviation picture is constantly changing, we suggest you contact your nearest FAA District Office where personnel are aware of changes and will be glad to acquaint you with current regulations.

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HINTS WHEN BUYING A USED AIRCRAFT

When buying a used airplane, you would be wise to have the selected airplane inspected by a qualified person or facility *before* you buy. The condition of the aircraft and the state of its maintenance records may be determined by a certificated A & P mechanic, an approved repair station, or a person otherwise qualified on the particular make and model aircraft.

Here are some related questions and answers:

1. Q. *What is meant by a "clear title"?*
A. A "clear title" means that there are no encumbrances such as liens, chattels, or unsatisfied mortgages, etc., against the aircraft.
2. Q. *How can I be sure that the aircraft has a "clear title"?*
A. There is only one sure way to determine the status of an aircraft title. You may either search the aircraft records yourself, or have it done by an attorney or an aircraft title-search company.

You wouldn't think of purchasing a house until you had the title examined by an abstract company or attorney. Certainly, then, you should do no less when purchasing an aircraft, which represents a substantial investment. It is not enough to purchase an aircraft from a reputable distributor or dealer. We have noticed in the past that even these people will sometimes fail to determine the true title status of an aircraft.

There is no substitute for examining the aircraft records to secure a complete history of the ownership of the plane and to determine if there are any outstanding liens or mortgages. This simple procedure will eliminate many delays in registering an aircraft and the headaches many aircraft purchasers have suffered because they failed to take this one important step *before* purchasing their planes.

All aircraft public records maintained by the FAA are on file at our Aircraft Registration Branch, 621 North Robinson Avenue, Oklahoma City 2, Oklahoma. Lists of title-search companies and attorneys who perform this service may be secured from this Branch upon request. The cost of title search is nominal, usually \$10.00 to \$15.00.

3. Q. *What documents may I expect to receive with my new or used aircraft?*

A. 1—Bill of Sale

2—Airworthiness Certificate (Form FAA-1362B)

3—All logbooks, aircraft and engine records

4—Equipment list

5—Weight and Balance Data

6—Maintenance manual, service letters, bulletins, etc.

7—Airplane Flight Manual or operating limitations.

4. Q. *Does a current 100-hour or periodic inspection mean that the aircraft is "first-class"?*

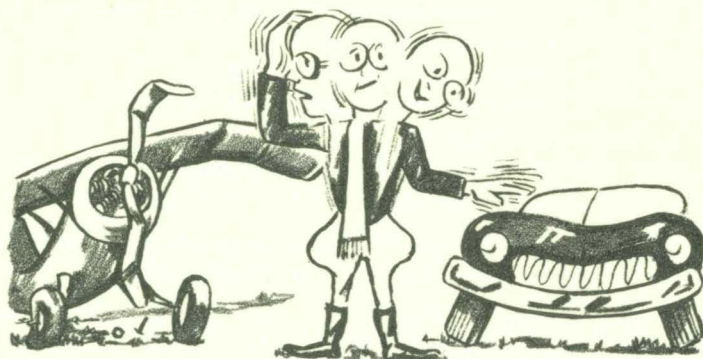
A. No. It indicates only that the aircraft was found to be airworthy at the time of inspection.

5. Q. *What should I do before buying an amateur-built or experimental airplane?*

A. Contact your local FAA maintenance inspector at your General Aviation District Office. The FAA inspector will explain the requirements for experimental certification.

6. Q. *What should I consider when buying a military surplus airplane?*

A. Certain military surplus aircraft are not eligible for FAA certification in the Standard, Restricted, or Limited classifications. Since no civil aircraft may be flown unless certificated, your best bet is to discuss this with your local FAA inspector who will advise you of eligible aircraft and certification procedures.



AIRCRAFT OWNER RESPONSIBILITIES

You, as an aircraft owner, have assumed responsibilities similar to those you would have owning an automobile. Owning an automobile usually means that you must register it in your state of residence and obtain license plates. Some states require that your car be inspected periodically to assure that it is in a safe operating condition. The similarity between the automobile and airplane responsibilities is briefly compared in the following chart:

Automobile/Airplane Comparison Chart

<i>Responsibilities</i>	<i>Airplane</i>	<i>Automobile</i>
Registration	Yes	Yes
Periodic Inspection (Most states 6-12 months)	Yes 12 cal. mo.	Yes
Compulsory Insurance (Most states)	No	Yes

Automobile/Airplane Comparison Chart—Continued

<i>Responsibilities</i>	<i>Airplane</i>	<i>Automobile</i>
Reporting of Accidents	Yes	Yes
Required Maintenance Records	Yes	No
Maximum Speed Restrictions (Generally)	No	Yes
Controlled Maintenance	Yes	No

As the registered owner of an airplane, you are responsible for:

- Maintaining your airplane in an airworthy condition.
- Having a Registration Certificate and a valid Airworthiness Certificate appropriately displayed in your aircraft at all times.
- Assuring that maintenance is properly recorded.
- Keeping abreast of current regulations concerning the operation and maintenance of your airplane.
- Notifying the FAA, Aircraft Registration Branch, 621 North Robinson Avenue, Oklahoma City 2, Oklahoma, immediately of any change of permanent mailing address or of the sale or export of your aircraft.



CERTIFICATE OF REGISTRATION AND BILL OF SALE

An aircraft is eligible for registration only if it is owned by a citizen of the United States, and is not registered under the laws of any foreign country.

Now that you have purchased an airplane, you must apply for a registration certificate before you fly it. This is done by completing a Form FAA-500, Aircraft Registration Form, Parts A, B, and C. Let's get familiar with this form. It consists of an original (white) copy and a duplicate (yellow) copy separated by a sheet of carbon paper. In Examples 1 and 2, note that Part A is the Certificate of Registration; Part B is the Application for Registration; and Part C is the Bill of Sale. The data in the shaded areas of all three parts must be the same. Instructions for preparing and submitting the form are attached to the form.

Part C of Form FAA-500, Bill of Sale, or a bill of sale form equivalent to this part, may be used as proof of ownership.

FORM FAA-500 (PART A) (8-59)		
UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY CERTIFICATE OF REGISTRATION		
NATIONALITY AND REGISTRATION MARKS N-0000P	MAKE AND MODEL OF AIRCRAFT FLIMOR 2B	AIRCRAFT SERIAL NO. 947
Dibble O'Manly NAME OF OWNER 13 Main Street ADDRESS OF OWNER—NUMBER AND STREET Phoenix 2 Arizona CITY ZONE STATE		THIS CERTIFICATE MUST BE CARRIED IN THE AIRCRAFT AT ALL TIMES
It is hereby certified that the above described aircraft has been duly entered on the register of the Federal Aviation Agency, United States of America, in accordance with the Convention on International Civil Aviation dated 7 December 1944, and with the Federal Aviation Act of 1938, and regulations issued thereunder.		
DATE OF ISSUE:		FOR THE ADMINISTRATOR
Forward This Copy and the Duplicate Copy to Washington. (OVER)		

FORM FAA-500 (PART B) (8-59)	
FEDERAL AVIATION AGENCY APPLICATION FOR REGISTRATION	
NAME AND ADDRESS OF APPLICANT (Same as that shown on Part A of this form) Dibble O'Manly 13 Main Street Phoenix 2, Arizona	REGISTRATION MARKS N-0000P AIRCRAFT MAKE AND MODEL FLIMOR 2B
CHECK WHETHER OWNERSHIP IS ☒ CORPORATION ☐ PARTNERSHIP ☐ CO-OWNERSHIP ☒ INDIVIDUAL OWNER	SERIAL NO. 947
I HEREBY CERTIFY that the above-described aircraft is not registered under the laws of any foreign country; that all persons whose names appear hereon as applicants are citizens of the United States as defined in Section 101(15) of the Federal Aviation Act of 1958; that the applicants are the legal owners of the aircraft, or the purchasers under a contract of conditional sale submitted as evidence of ownership for the purpose of registration; and that both copies of Part A and a copy of Part B of Form FAA-500 and legal evidence of ownership were forwarded to the Federal Aviation Agency, Washington, D. C.	
SIGNATURE OF APPLICANT (IN INK) Dibble O'Manly (If executed for co-ownership, all must sign)	TITLE Owner
DATE OF APPLICATION 7-11-62	
If all the above statements are true and made in good faith, the aircraft described above may be operated, pending registration or notification from the Federal Aviation Agency, provided airworthiness requirements of applicable Civil Air Regulations are complied with.	
FORWARD THIS COPY TO WASHINGTON — Retain Duplicate Copy.	

EXAMPLE 1

FORM FAA-500 (PART C) (8-59)

**FEDERAL AVIATION AGENCY
BILL OF SALE**

For and in consideration of \$ 1.00 the undersigned owner of the full legal and beneficial title of the aircraft described as follows:

AIRCRAFT MAKE AND MODEL FLIMOR 2B	
SERIAL NO. 947	REGISTRATION MARKS N-0000P

does this 11 day of July, 1962
hereby sell, grant, transfer, and deliver all of his right, title and interest in and to such aircraft unto:

(Name and address of purchaser—same as on Parts A and B of this form)

**Dibble O'Manly
13 Main Street
Phoenix 2, Arizona**

and to his executors, administrators, and assigns, to have and to hold singularly the said aircraft forever, and certifies that same is not subject to any mortgage or other encumbrance except

TYPE OF ENCUMBRANCE None	AMOUNT ---	DATE ---
IN FAVOR OF -----		

In testimony whereof I have set my hand and seal this 11 day of July, 1962

NAME OF SELLER **Podunk Flyers Incorporated**

BY (SIGN IN INK) Richard Roe
(If executed for co-ownership, all must sign)

TITLE **President**
(If signed for a corporation, partnership, owner, or agent)

ACKNOWLEDGMENT

State of Arizona On this 11 day of July, 1962
County of Podunk before me personally appeared the above named seller, to me known to be the person described in and who executed the foregoing bill of sale, and acknowledged that he executed the same as his free act and deed, and, if said bill of sale be that of a corporation swore that he was duly authorized to execute the same. Given under my hand and official seal the day and year written above.

(SEAL)

A. V. Palm
A. V. Palm
NOTARY PUBLIC

MY COMMISSION EXPIRES 3-20-63

FORWARD THIS COPY TO WASHINGTON— Retain Duplicate Copy.

EXAMPLE 2

CAUTION!

After sale or transfer of an aircraft, before the aircraft can be legally flown you must have forwarded to the FAA Aircraft Registration Branch a duly executed Application for Registration (Form FAA-500, Parts A, B, and C, or other proof of ownership), and the proper fees. The yellow copy of the application (Part B) should be placed in your aircraft until you receive the Certificate of Registration (Form FAA-500, Part A) from the Federal Aviation Agency.

The Certificate of Registration immediately expires when: (a) the aircraft is registered under the laws of a foreign country; (b) the registration of the aircraft is cancelled at the written request of the owner; (c) the aircraft is totally destroyed or scrapped; or (d) the ownership of the aircraft is transferred.

Upon selling the aircraft, the previous owner (seller) must notify the FAA by filling in the back of his Certificate of Registration, as indicated in Example 3, and mailing it to the FAA Aircraft Registration Branch, 621 North Robinson Avenue, Oklahoma City 2, Oklahoma.

The old-type Certificate of Registration, issued before March 1956, does not have provisions for notification of transfer of ownership. In this case, the required information, as indicated in the example, must be submitted by a letter of transmittal.

CAUTION!

It is important that an unbroken chain of title be established for FAA registration.

NOTICE

Section 501(f) of the Federal Aviation Act of 1958 provides that a certificate of registration shall be conclusive evidence of nationality for international purposes, but not in any proceeding under the laws of the United States. Registration shall not be evidence of ownership of aircraft in any proceeding in which such ownership by a particular person is, or may be, in issue.

This Certificate of Registration shall immediately expire when: (a) the aircraft is registered under the laws of any foreign country; (b) the registration of the aircraft is cancelled at the written request of the owner; (c) the aircraft is totally destroyed or scrapped; or, (d) the ownership of the aircraft is transferred. Upon expiration of the Certificate of Registration because of any of the foregoing reasons, return this certificate immediately to the Federal Aviation Agency, Washington, D. C., with the disposition of the aircraft indicated below.

DISPOSITION OF THE AIRCRAFT

- | | |
|---|--|
| ☐ The aircraft has been (is being) registered under the laws of _____

☐ The aircraft has been permanently retired from service.

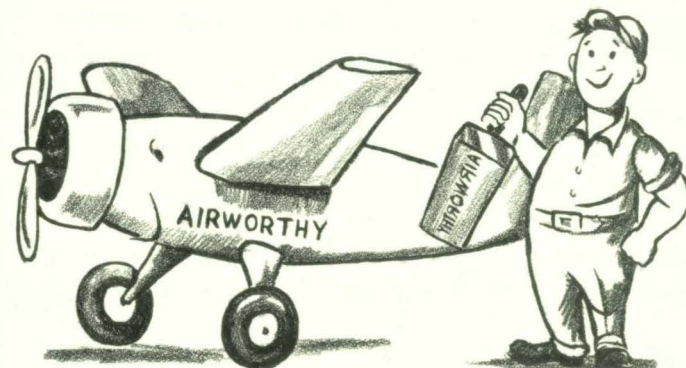
☐ The aircraft has been totally destroyed or scrapped. | ☒ The aircraft was transferred
on <u>7-11-62</u>
to <u>Dibble O'Manly</u>
<div style="text-align: center; font-size: small;">Name</div> <u>13 Main Street</u>
<div style="text-align: center; font-size: small;">Address</div> <u>Phoenix 2, Arizona</u> |
|---|--|

SIGNATURE _____

Richard Roe
Richard Roe

TITLE President, Podunk Flyers, Inc.

EXAMPLE 3



CERTIFICATE OF AIRWORTHINESS

The Certificate of Airworthiness, Form FAA-1362B, is issued by a representative of the Federal Aviation Agency after he inspects the aircraft and finds that it meets the minimum requirements of the Civil Air Regulations. This certificate should be prominently displayed at the cabin or cockpit entrance of your aircraft.

Let us examine the Certificate of Airworthiness, Example 4, to find out what it conveys:

ITEM 1. Nationality—The “N” means that the aircraft is of United States registry.

Registration Marks—The number, in this case 0000P, is the registration number assigned to the aircraft.

ITEM 2. Your aircraft airworthiness classification is noted here. Most aircraft are classified as STANDARD, but you may find the classification to be either LIMITED, RESTRICTED, or EXPERIMENTAL. If classed as other

than STANDARD, we suggest that you contact your local FAA General Aviation District Office for an explanation of the pertinent airworthiness requirements and the limitations of such certification.

ITEM 3. Indicates that the aircraft is considered airworthy at the time of inspection and issuance of the certificate and when it is maintained and operated in accordance with the Civil Air Regulations.

ITEM 4. Indicates that the Certificate of Airworthiness is valid indefinitely if the aircraft is maintained in accord with Part 43 of the Civil Air Regulations, which requires inspections and maintenance, as necessary, to keep the aircraft airworthy.

ITEMS 5, 6 & 7. Indicate the date of issuance, signature of a representative of the Administrator, and his office identification.

Upon transfer or sale of your aircraft, the Certificate of Airworthiness remains with the aircraft.

In summary, the FAA initially determines that your aircraft is airworthy and issues a Certificate of Airworthiness. This certificate remains in effect so long as the aircraft receives the required maintenance and is operated within its specified limitations.

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS N0000P	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION STANDARD	
3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.		
4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency.		
5. DATE OF ISSUANCE 7-11-62	6. FAA REPRESENTATIVE <i>John Doe</i> John Doe	7. DESIGNATION NO. WE-GADO-6
8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.		
GPO : 1959 OF-508938		Form FAA 1362B (5-59)

EXAMPLE 4



AIRCRAFT MAINTENANCE

Maintenance, which includes preventive maintenance, means the inspection, overhaul, repair, upkeep, and preservation of your aircraft, including the replacement of parts.

A properly maintained airplane is a safe airplane!

INSPECTIONS

Part 43 of the Civil Air Regulations informs you that certain inspections must be performed on your aircraft and that you must maintain the airworthiness of the aircraft during the time between the required inspections by having any airworthiness defects corrected.

Though maintenance requirements will vary for different types of aircraft, experience shows that most aircraft will need some type of preventive maintenance every 25 hours flying time or less, and minor maintenance at least every 100 hours. This is influenced by the kind of operation, climatic conditions, storage facilities, and age and construction of the aircraft. Most

manufacturers supply service information which should be used in maintaining your aircraft.

Periodic Inspection

This inspection must be performed within the preceding 12 calendar months, by either a certificated A & P mechanic holding an inspection authorization, an appropriately rated certificated repair station, or the manufacturer of the aircraft.

100-Hour Inspection

An aircraft used to carry passengers for hire, or for flight instruction for hire, must be inspected within each 100 hours of time in service by either a certificated A & P mechanic, an appropriately rated certificated repair station, or the manufacturer. The periodic inspection is acceptable as a 100-hour inspection, but the reverse is not true.

Daily and Preflight Inspections

The pilot or owner *may* conduct a daily inspection, if so desired, but the pilot *must* perform a satisfactory preflight inspection before flight.

PREVENTIVE MAINTENANCE

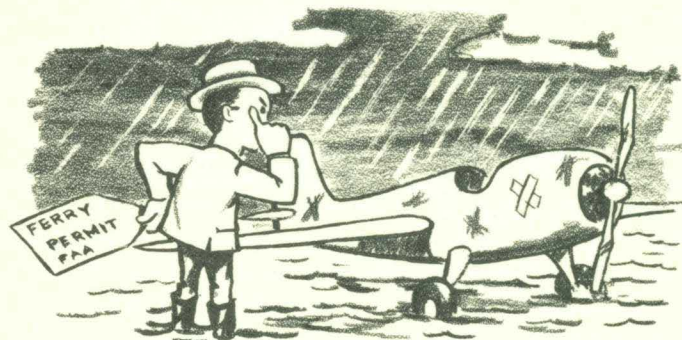
A certificated pilot may perform line-maintenance, preservation and upkeep, known as preventive maintenance, on an aircraft owned or operated by him. Typical preventive maintenance operations are found in Civil Aeronautics Manual 18, which may be obtained by sending a check or money order for \$1.50, payable to the Superintendent of Documents and addressed to:

*U.S. Government Printing Office
Superintendent of Documents
Washington 25, D.C.*

Manual 18 also contains other rules and policies to be followed in the maintenance of aircraft.

REPAIRS AND ALTERATIONS

Except as noted under "Preventive Maintenance," all repairs and alterations are classed as either Major or Minor. Major repairs or alterations must be approved and returned to service by an appropriately rated certificated repair facility, an A & P mechanic holding an Inspection Authorization, or a representative of the Administrator. Minor repairs and alterations may be returned to service by an appropriately certificated mechanic or repair facility.

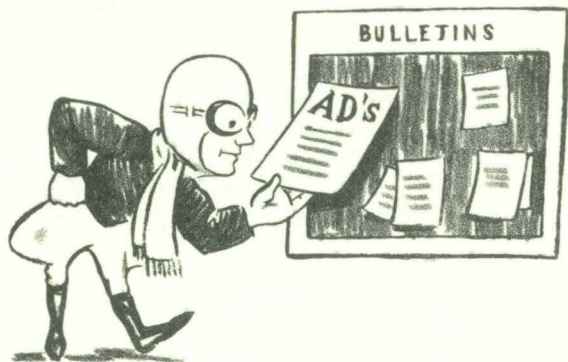


FERRY PERMITS

A ferry permit is a special FAA flight authorization for an aircraft that does not currently meet applicable airworthiness requirements, but is safe enough for a specific flight. The ferry permit may be issued to allow the aircraft to be flown to a base where repairs or alterations are to be made; or for flyaway delivery or flight to point of export.

Since the aircraft does not meet the current airworthiness requirements, an FAA inspector may personally inspect the aircraft or may require the aircraft to be inspected by a certificated A & P mechanic to determine if it is safe for the intended flight.

Further assistance and the necessary forms may be obtained from your local FAA General Aviation District Office.



AIRWORTHINESS DIRECTIVES

Part 507 of the Regulations of the Administrator

Airworthiness Directives, commonly referred to as "AD Notes" or "ADs," provide aircraft operators with information of unsafe conditions. The ADs specify the aircraft or component found to be unsafe by the FAA, and the conditions, limitations, or inspections, if any, under which the aircraft may continue to be operated.

In determining compliance requirements for an AD, the FAA takes into account the effectiveness of operating restrictions (safety), the nature and amount of work involved, the availability of parts, and recommendations of the manufacturer and operators.

When an unsafe condition is discovered which renders the aircraft unairworthy, the corrective action specified in the AD must be taken before operation of the aircraft.

When an unsafe condition is discovered which may at some future date render the aircraft unairworthy, a manner of compliance will be prescribed in the AD.

The Civil Air Regulations require a permanent chronological record to be maintained of all ADs accomplished. This record must include the date, AD number, a brief description of the method of compliance, and the signature and certificate number of the mechanic or repair agency who complied with the AD. For ready reference, many aircraft owners have a chronological listing of the pertinent ADs in the back of their logbooks.

Remember, it is the owner's responsibility to assure compliance with all pertinent AD Notes. This includes those ADs of a recurrent or repetitive nature; for example, an AD may require a certain inspection every 50 hours, which means that the particular inspection shall be accomplished and recorded every 50 hours.

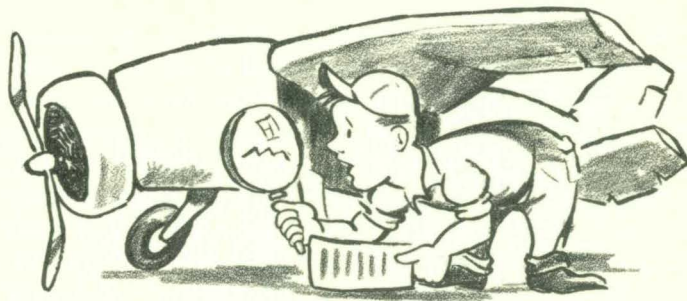
Airworthiness Directives consist of a basic summary of ADs and biweekly AD cards. The summary may be obtained by subscription (Price—\$4.50) from:

*Superintendent of Documents
U.S. Government Printing Office
Washington 25, D.C.*

(Ask for Airworthiness Directive summary.)

The biweekly AD cards are free and are available on request from:

*Federal Aviation Agency
Publishing and Graphics Branch
Attn: MS-158
Washington 25, D.C.*



INSPECTION AIDS

To provide an interchange of service experience to aid in the early detection of service difficulties, the FAA has developed a publication called *General Aviation Inspection Aids*. The information is brief and advisory. Compliance is not mandatory. The "Aids" are prepared for pilots, mechanics, operators of repair agencies, and others inspecting and maintaining general aircraft. The information is not intended to be critical of any manufacturer or his product, but is intended to alert *you* to service experience and, where pertinent, direct your attention to the manufacturer's recommended corrective measures.

The FAA encourages the aviation industry, including aircraft owners and pilots, to report promptly all service difficulties on the Malfunction or Defect Report, Form FAA-1226, commonly called an "M & D" Report (Examples 5a and 5b). Copies of this form may be obtained, free, from most airport managers or any FAA District Office.

FEDERAL AVIATION AGENCY		Budget Bureau No. 04-8003		MALFUNCTION OR DEFECT REPORT			
AIRCRAFT		ENGINE		PROPELLER		SPECIFIC PART WHICH CAUSED DIFFICULTY	
MAKE AND MODEL	FLIMOR 2B	04A 275	SKYFLITE 80X	NAME OF PART AND PART NO.	HRS. SINCE OVERHAUL		
SERIAL NO.	947	A-9992	63042	ELEV. PULLEY GUARD	TOTAL TIME		
REGISTRATION NO. N-	0000P			2B-1853	462		
1. COMPLETE ALL ITEMS				2. IDENTIFY THE MALFUNCTIONING OR DEFECTIVE PART. DESCRIBE THE MALFUNCTION OR DEFECT AND THE CIRCUMSTANCES UNDER WHICH IT OCCURRED. STATE PROBABLE CAUSE AND RECOMMENDATIONS TO PREVENT RECURRENCE.			
				DATE OF SUBMISSION: 7-11-62			
STIFF ELEVATOR CONTROL NOTED ON PREFLIGHT INSPECTION.							
FOUND ELEVATOR PULLEY GUARD ON RIGHT SIDE OF CABIN FLOOR AT REAR DOOR BENT AGAINST PULLEY AND PREVENTING IT FROM TURNING.							
PROBABLY CAUSED BY PASSENGERS STEPPING ON PULLEY GUARD WHEN ENTERING AND LEAVING CABIN.							
RECOMMEND INSTALLATION OF A REINFORCED GUARD THAT WILL RESIST BENDING WHEN STEPPED ON.							
Form FAA-1226 (10-61) USE PREVIOUS EDITION							

3. SKETCH OF MALFUNCTION OR DEFECT—OTHER COMMENTS	FEDERAL AVIATION AGENCY WASHINGTON 25, D.C. OFFICIAL BUSINESS PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF FINES, \$300 TO: FEDERAL AVIATION AGENCY WE-GADO-6 Sky Harbor Airport 2800 Sky Harbor Blvd Phoenix, Arizona
REPORT SUBMITTED BY (Name and address) DIBBLE O'MANLY 13 MAIN STREET PHOENIX 2, ARIZONA	☐ REPAIR STATION ☒ OPERATOR ☐ MECHANIC ☐ FAA INSPECTOR ☐ CABIN INVESTIGATOR
MAIL IMMEDIATELY (No postage required)	

EXAMPLE 5b

When a defect or service difficulty is found, advise the FAA by completing an M & D Report. Just mail it.

The FAA will review the reports and select pertinent items for publication. Often, after reviewing these reports, improved design standards are developed.

The reports will be coordinated with appropriate manufacturers to advise them of the intended publication of items concerning their products. This allows them an opportunity to submit to the FAA any comments or recommendations.

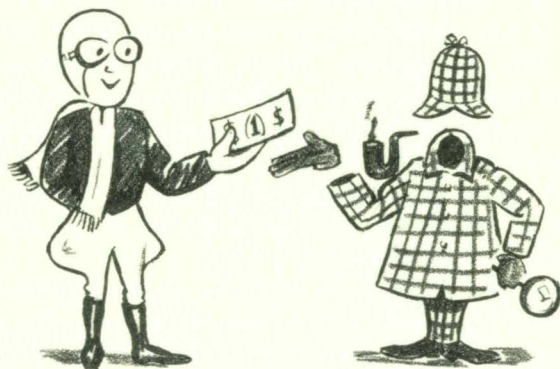
Pilots, owners, repair agencies, and mechanics are advised of service difficulties others have experienced on identical products. When available, information for inspection and repair will also be included.

In addition to an annual summary, the *Aids* are published monthly and are grouped into two sections. The first section, "Inspection Aids," is devoted to inspection items which apply to specific models of aircraft, engines, and components. The section, "Maintenance Notes," contains general information and, in some instances, may be applicable to more than one specific aircraft.

The summary and supplements, containing additional reported M & Ds, are available by subscription from:

*Superintendent of Documents
 U.S. Government Printing Office
 Washington 25, D.C.*

The cost for each subscription is \$1.25—an additional \$0.50 is required for foreign mailing.



FEES FOR COPYING, CERTIFICATION, AND SEARCH OF RECORDS

You may at some time want to obtain photostatic, duplicate original, or similar copies of certain documents pertaining to your Aircraft or Airman Certificates. The fees for searching records and furnishing photostatic or similar copies of documents not more than 12" x 18" are:

	<i>Each Page</i>
Aircraft and Airman Records -----	\$0.50
Other Documents -----	1.00

The fees for duplicate original documents are:

Airman Certificate -----	2.00
Medical Certificate -----	1.00

The fee for a certification or validation with the FAA seal is \$1.00.

Fees may be paid by check, draft, or postal money order made payable to the Federal Aviation Agency, and submitted to:

*Assistant Chief
Control Systems Division
621 North Robinson Avenue
Oklahoma City 2, Oklahoma*

NOTES

