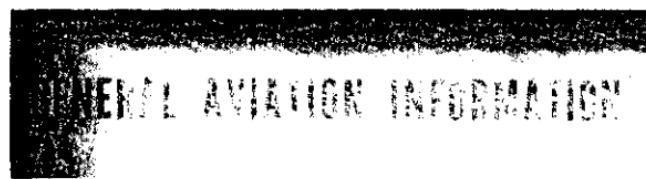


49-650

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SB

PLANE SENSE



GENERAL AVIATION INFORMATION

GENERAL AVIATION PLANESENSE TRAINED

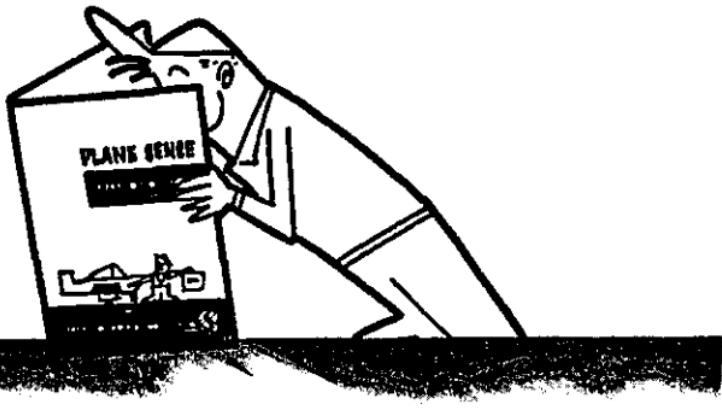


PREFACE

Plane Sense has been prepared by the Federal Aviation Administration, Flight Standards Service, Maintenance Division. The purpose of the booklet is to acquaint the prospective pilot and aircraft owner with some fundamental information on the requirements for owning and operating an aircraft. It is not a Regulation and it is not intended to interpret Regulations.

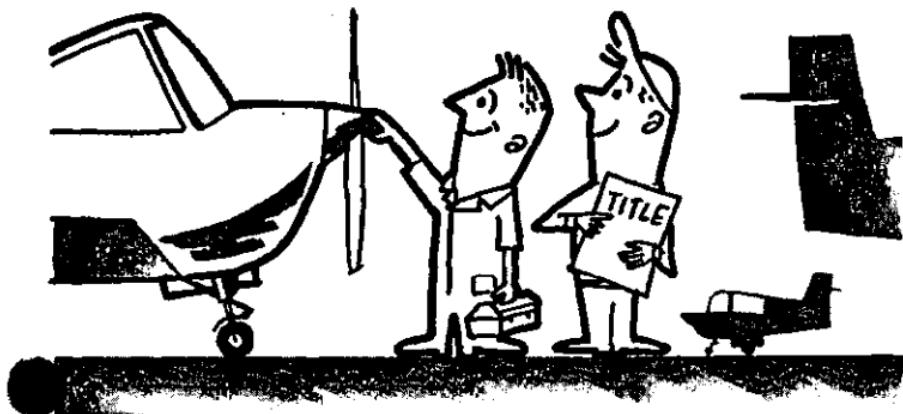
Anyone who is seriously thinking of becoming a pilot or an aircraft owner should familiarize himself with the Federal Aviation Regulations listed in the last chapter of this booklet. In addition, because the aviation picture is constantly changing, it is suggested that you contact your nearest FAA General Aviation District Office where the personnel will be glad to acquaint you with the latest requirements.

This booklet supersedes the 1963 edition, AC 20-5. At the time this new edition was being prepared, the Federal Aviation Agency was making the transition to its new role as Federal Aviation Administration within the Department of Transportation. As a result, most of the sample forms shown in this booklet are Federal Aviation Agency forms but the actual forms you use may be Department of Transportation forms; however, they will not be materially different in content.



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Aircraft owner responsibilities	4
Certificate of Registration and Bill of Sale	6
Airworthiness Certificate	12
Aircraft maintenance	15
Ferry Permits	18
Airworthiness Directives	19
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BUYING A USED AIRCRAFT

When buying a used aircraft, it would be wise to have the selected aircraft inspected by a qualified person or facility *before* you buy. The condition of the aircraft and the state of its maintenance records can be determined by persons knowledgeable on the particular make and model. These include a certificated airframe and powerplant (A and P) mechanic, or an approved repair station.

Q. What is meant by a "clear title"?

A. A "clear title" means that there are no encumbrances such as liens, chattel mortgages, or other unsatisfied claims against the aircraft.

Q. How can I be sure that the aircraft has a "clear title"?

A. Either search the aircraft records yourself, or have it done by an attorney or a qualified aircraft title-search company.

You wouldn't think of purchasing a house until you had the title examined. You should do no

less when purchasing an aircraft, which also represents a substantial investment. It is not enough to purchase an aircraft from a reputable distributor or dealer, even these people may sometimes fail to determine the true title status of an aircraft.

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

All aircraft public records maintained by the Federal Aviation Administration (FAA) are on file at the *FAA Aeronautical Center; Aircraft Registration Branch, AC-250; P.O. Box 25082; Oklahoma City, Oklahoma 73125.*

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

- A. 1—Bill of Sale.
- 2—Standard Airworthiness Certificate, FAA Form 1362; or, for other than Standard (Experimental, Restricted, Limited, or Provisional) Certificate of Airworthiness, FAA Form 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.

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

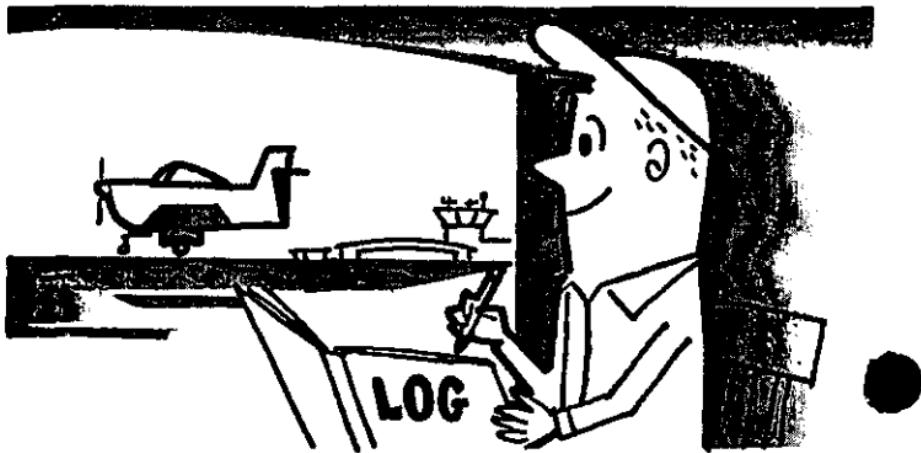
A. No. It indicates only that the aircraft was found to be in a condition for safe operation at the time of inspection.

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

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

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

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, you should 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, will be assuming responsibilities similar to those you have if you own an automobile. Owning an automobile usually means that you must register it in your State of residence and obtain license plates. As the registered owner of an aircraft, you will be responsible for:

- 1—Having a current Airworthiness Certificate appropriately displayed in your aircraft.
- 2—Maintaining your aircraft in an airworthy condition.
- 3—Assuring that maintenance is properly recorded.
- 4—Keeping abreast of current regulations concerning the operation and maintenance of your aircraft.
- 5—Notifying the FAA Aircraft Registry immediately of any change of permanent mailing

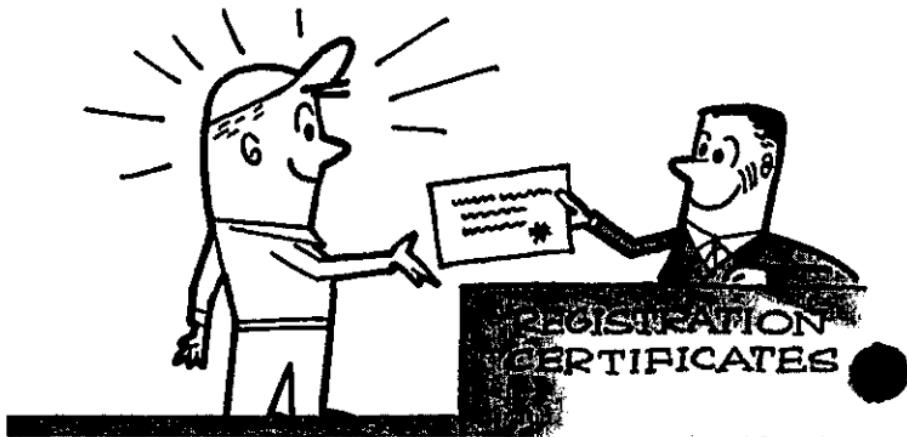
address or of the sale or export of your aircraft.

Some States require that your car be inspected periodically (most States every 6 to 12 calendar months) to assure that it is in a safe operating condition. Your aircraft will have to be inspected within every 12 calendar months in order to maintain a current Airworthiness Certificate. As with your automobile, accidents involving your aircraft must also be reported.

Some similarities between automobile and aircraft responsibilities are shown in the following chart:

Automobile/Airplane Comparison Chart

<i>Responsibility</i>	<i>Automobile</i>	<i>Aircraft</i>
Registration	Yes	Yes
Annual inspection	Yes	Yes
Compulsory insurance (most States)	Yes	No
Reporting of accidents	Yes	Yes
Required maintenance records	No	Yes
Maximum speed restrictions	Yes	Yes
Controlled maintenance	No	Yes



CERTIFICATE OF REGISTRATION AND BILL OF SALE

If you purchase an aircraft, you must apply for a Certificate of Registration before you fly it. 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.

The Application for Aircraft Registration, FAA Form 8050-1 (see the example on Page 7) consists of an original (white) and two duplicate copies (green and pink). Instructions for preparing and submitting the form are attached to the top of the form.

When applying for a Registration Certificate, an aircraft bill of sale or other evidence of ownership must be submitted. A bill of sale which meets the recording requirements of the Federal Aviation Administration is the FAA Form 8050-2, Aircraft Bill of Sale (see the example on page 8).

It must be emphasized that before the aircraft can be legally flown, you must have sent a duly executed Application for Aircraft Registration and the proper fees to the FAA Aircraft Registry. The Temporary or "pink"

INSTRUCTIONS: (1) Use ball point pen or typewriter to complete this form. (2) Remove this stub and carbons from all form parts before sending the application to the FAA. (3) Send the WHITE original and GREEN copy of this application to the FAA Aircraft Registry, P.O. Box 25082, Oklahoma City, Oklahoma 73125; RETAIN PINK COPY (see note below).

FORM APPROVED: BUDGET BUREAU NO. 04-2078-1

FEDERAL AVIATION AGENCY APPLICATION FOR AIRCRAFT REGISTRATION

TYPE OF REGISTRATION (Check one box)

1. Individual 2. Partnership 3. Corporation 4. Co-Owner 5. Government

NATIONALITY AND
REGISTRATION MARKS
N 0000

AIRCRAFT MAKE AND MODEL

FLIMOR FL-3

AIRCRAFT SERIAL NO.

6149

NAME(S) OF APPLICANT(S) (Must be same as Purchaser on Bill of Sale. If individual(s), give
last name(s), first name(s), and middle initial(s).)

TONECIN, MICHAEL B.

ADDRESS (Number and Street, P.O. Box, or Rural Route.)

5759 7th STREET

CITY	COUNTY	STATE	ZIP CODE
ANYTOWN	BRITESIDE	CALIFORNIA	01011

ATTENTION! Read the following statement before signing this application.

A false or dishonest answer to any question in this application may be grounds for punishment by
fine and/or imprisonment (U.S. Code, Title 18, Sec. 1001).

CERTIFICATION

I/WE CERTIFY that the above described aircraft (1) is owned by the undersigned applicant(s),
who is/are citizen(s) of the United States as defined in Sec. 101(13) of the Federal Aviation Act
of 1958; (2) is not registered under the laws of any foreign country; and (3) legal evidence of
ownership is attached or has been filed with the Federal Aviation Agency.

NOTE: If executed for co-ownership all applicants must sign.

EACH PARTY OF THIS APPLICATION MUST BE SIGNED	SIGNATURE	TITLE	DATE
	<i>Michael B. Tonecin</i>	OWNER	3/1/65
	SIGNATURE	TITLE	DATE
	SIGNATURE	TITLE	DATE

NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated
for a period not to exceed of 30 days, during which time the PINK copy of this application
must be carried in the aircraft.

FEDERAL AVIATION AGENCY

TO USE:

Before purchasing an aircraft, the buyer should make, or have made, a search of the records or instruments affecting ownership and encumbrances of the FAA Aviation Resource Building, Aeronautical Center, Oklahoma City, Oklahoma 73101.

The form below is only intended to be a suggested form of bill of sale, which meets the recording requirements of the Federal Aviation Agency. In addition to these recording requirements, a form of bill of sale used by the seller should be drafted in accordance with the pertinent provisions of the local law. If this form meets the local law, you may use it as is. Additional copies may be obtained from an FAA Regional or Area Office, or FAA Flight Standards District Office, or it may be reproduced if desired.

FAA Form 6030-2-13-681 supersedes FAA Form 6030-2
6030-229-0004

Form approved
Supplemental to: 6030-2

AIRCRAFT BILL OF SALE

Do not write in the block. Use FAS and only.

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

AIRCRAFT NAME AND MODEL

FLIMOR FL-3

MANUFACTURER'S SERIAL NUMBER	NATIONALITY AND REGISTRATION MARKS
6149	N0000

does this 16th day of OCTOBER 1965, hereby sell, grant, transfer and deliver all rights, title, and interests in and to such aircraft unto:

PURCHASER	NAME AND ADDRESS <small>IN individual, give last name, first name and middle initial</small>
	WEETZ, G. WILLIE 41 VALENTINE STREET WHISTLE, MD.

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: **NONE**

TYPE OF ENCUMBRANCE	AMOUNT	DATED
NONE		

IN FAVOR OF

In testimony whereof I have set MY hand and seal this 16th day of OCTOBER 1965

SELLER	NAME(S) <small>TYPED OR PRINTED</small>	SIGNATURE(S) <small>IN ONE OR MORE PLACES FOR CO-OWNERSHIP. ALL MUST SIGN.</small>	TITLE <small>IF SIGNED FOR A CORPORATION, PARTNERSHIP, OWNER OR AGENT</small>
	M. B. TONECIN	<i>M. B. Tonecin</i>	OWNER

ACKNOWLEDGMENT (Not required for purposes of FAA recording, however, may be required by local law for validity of the instrument)

NONE

copy of the application should be placed in your aircraft until you receive the permanent Certificate of Registration from the Federal Aviation Administration. When received, the Certificate of Aircraft Registration, FAA Form 8050-3 (see the example on pages 10 and 11), should replace the "pink" copy of FAA Form 8050-1 in the aircraft.

Aircraft last registered in a foreign country may not be operated until the PERMANENT registration certificate is displayed in the aircraft.

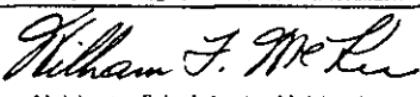
The Certificate of Registration expires when:

- (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.

When the aircraft is sold, the previous owner (seller) must notify the FAA by filling in the back of his Certificate of Registration, as indicated in the example on pages 10-11 and mailing it to the FAA Aircraft Registry.

Another form of registration certificate, FAA Form 8050-6, Dealers Aircraft Registration Certificate, which is used by aircraft manufacturers and dealers, may not be used for purposes other than those necessary for or incidental to sale of the aircraft, or for flight checks.

The FAA does not issue any certificate of ownership or endorse any information with respect to ownership on a certificate of Aircraft Registration.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This cert must be craft whi
NATIONALITY AND REGISTRATION MARKS N 0000		
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT FLIMOR FL-3		
I S S U E D T O	TONECIN, MICHAEL B. 5759 7th STREET ANYTOWN, CALIFORNIA 01011	
<p>It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.</p>		
DATE OF ISSUE 10/16/65	 <i>William F. McLean</i> <i>Administrator, Federal Aviation Administration</i>	
DURATION - See reverse side.		

FAA Form 8050-3 (1-67)

Section 3
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b. 2
c. 3
d. 4

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CHANGE OF ADDRESS

Federal Aviation Regulations require that you report within 30 days any change in permanent mailing address. A revised Certificate of Aircraft Registration will be issued without charge.

REPLACEMENT OF CERTIFICATE

If this certificate is lost, destroyed, or mutilated, a duplicate may be obtained at the written request of the holder. Send your request and \$2.00 (check or money order made payable to Federal Aviation Administration) to :

FAA Aircraft Registry
 P.O. Box 25082
 Oklahoma City, Oklahoma 73125

NOTE : All correspondence should describe the registration "N" number, make, model, and serial number of the aircraft.

SIGNATU

to the air- operated.	
date is registered only a certifi- cate.	
Avia- tion Adminis- tration determines ownership private	
DOTTED LINE	
C	

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AERONAUTICAL CENTER
P.O. BOX 25082
OKLAHOMA CITY, OKLAHOMA 73125

POSTAGE AND FEES PAID
FEDERAL AVIATION ADMIN.

OFFICIAL BUSINESS

TO:

TONECIN, MICHAEL B.
5759 7th STREET
ANYTOWN, CALIFORNIA 01011

EFFECT OF REGISTRATION

(f) of the Federal Aviation Act of 1958 (49 U.S.C. 1401) provides: ".....Registration shall not
of ownership of aircraft in any proceeding in which such ownership by a particular person is, or
use."

NOTICE

Responsibility of persons needing information as to recorded instruments affecting the aircraft iden-
tificate to make a personal search of the records or avail themselves of the services of an
attorney. Instruments affecting ownership and encumbrances are received by the Federal Aviation
Administration for recordation. Such records are public records open for inspection in the FAA Aviation
Building, Aeronautical Center, Oklahoma City, Oklahoma.

DURATION OF REGISTRATION

Term of registration issued by the FAA is effective, unless suspended or revoked, until the date

registration is canceled at the
request of the registered owner.

e. The aircraft is registered under the laws of a
foreign country:

(NAME OF FOREIGN COUNTRY)

f. The ownership of the aircraft is transferred to:

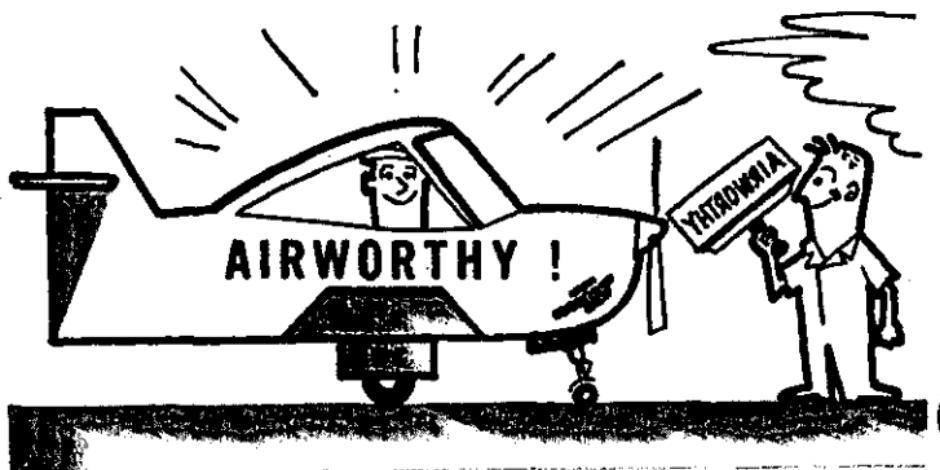
NAME WEETZ, G. WILLIE
ADDRESS 41 VALENTINE STREET

CITY WHISTLE STATE MD.

IN FOR ANY OF THE FOREGOING REASONS, CHECK THE APPROPRIATE BOX ABOVE, SIGN IN INK
AND SIGN THIS CERTIFICATE TO:

FAA AIRCRAFT REGISTRY, P.O. BOX 25082, OKLAHOMA CITY, OKLA. 73125

B. Tonecin OWNER DATE 10/16/65



AIRWORTHINESS CERTIFICATE

An Airworthiness Certificate is issued by a representative of the Federal Aviation Administration after the aircraft has been inspected and it is found that it meets the requirements of the Federal Aviation Regulations (FARs), and is found to be in a condition for safe operation. The Certificate must be displayed in the aircraft according to applicable Regulations.

The **STANDARD AIRWORTHINESS CERTIFICATE**, FAA Form 1362 (see the example on page 13) is issued for all original and recurrent certification of aircraft in the **STANDARD** classification only (normal, utility, acrobatic, and transport categories). An explanation of each term in the Certificate follows:

ITEM 1. *Nationality*—The "N" means that the aircraft is of United States registry. *Registration Marks*—The number, in this case 0000, is the registration number assigned to the aircraft.

ITEM 2. Indicates the make and model of the aircraft.

ITEM 3. This is the serial number assigned to the aircraft, as noted on the aircraft data plate.

ITEM 4. Indicates that the aircraft, in this case, must be operated in accordance with the limitations specified for the NORMAL category.

ITEM 5. Indicates that the aircraft is considered in a condition for safe operation at the time of inspection and issuance of the Certificate. Any exemptions from the applicable airworthiness standards are briefly noted here, and the exemption number. The word NONE will be indicated if no exemption exists.

ITEM 6. Indicates that the Airworthiness Certificate is in effect indefinitely if the aircraft is maintained in accordance with FAR Part 91, General Operating and Flight Rules, which requires inspections and maintenance as necessary to keep the aircraft in a condition for safe operation. Also noted here is the date the certifi-

UNITED STATES OF AMERICA — FEDERAL AVIATION AGENCY
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
NO000	FLIMOR FL-3	6149	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE

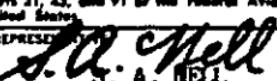
This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code so provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exemptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.

DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER
11/29/65		WE-GADO-3

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 1362 (7-65)

0092-040-8000 (8100)

cate was issued, the signature of the FAA Representative, and his office identification.

The CERTIFICATE OF AIRWORTHINESS, FAA Form 1362B (see the example on page 14) is issued for

all aircraft certificated in other than the STANDARD classifications (EXPERIMENTAL, RESTRICTED, LIMITED, and PROVISIONAL).

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION NUMBER N0000	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION RESTRICTED	
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 11/29/65	6. FAA APPROVAL NUMBER  S. A. NELL	7. IDENTIFICATION NO. WE-GAD-3
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.		

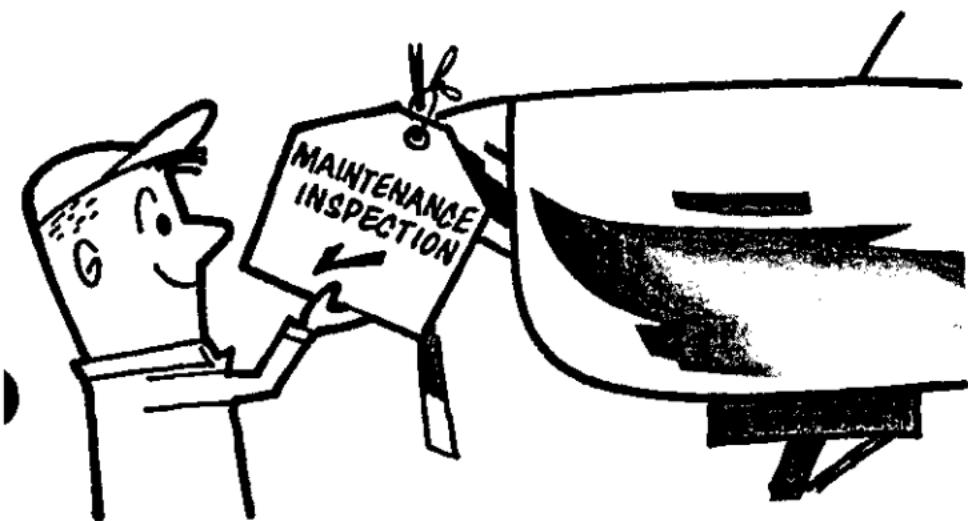
FAA Form 1362B (2-67)

Form FAA 1362B (2-67)

If an aircraft is classed as other than STANDARD, it is suggested that you contact your local FAA General Aviation District Office for an explanation of the pertinent airworthiness requirements and the limitations of such a certificate.

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

In summary, the FAA initially determines that your aircraft is in a condition for safe operation and issues an Airworthiness Certificate. The Certificate remains in effect so long as the aircraft receives the required maintenance and is operated within its specified limitations. Flight safety relies in part on the condition of the aircraft, which may be determined on inspection by mechanics, approved repair stations, or manufacturers who meet specific requirements of FAR Part 43.



AIRCRAFT MAINTENANCE

Maintenance means the inspection, overhaul, and repair of aircraft, including the replacement of parts. A PROPERLY MAINTAINED AIRCRAFT IS A SAFE AIRCRAFT.

Inspections

FAR Part 91 places primary responsibility on the owner or operator for maintaining an aircraft in an airworthy condition. Certain inspections must be performed on your aircraft and you must maintain the airworthiness of the aircraft during the time between required inspections by having any unsafe defects corrected.

Although 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.

Annual Inspection.—An airplane must have an annual inspection every 12 calendar months by a certificated airframe and powerplant mechanic holding an inspection authorization, an appropriately rated certificated repair station, or the manufacturer of the aircraft if he meets the specific requirements of the Regulations. The aircraft may not be operated unless this inspection has been performed within the preceding 12 calendar months.

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 a certificated airframe and powerplant mechanic, an appropriately rated certificated repair station, or the manufacturer of the aircraft if he meets the specific requirements of the Regulations. The annual inspection is acceptable as a 100-hour inspection, but the reverse is not true.

Daily and Preflight Inspection.—The pilot or owner may conduct a daily inspection, if so desired, but the pilot should always perform a thorough preflight inspection before every flight.

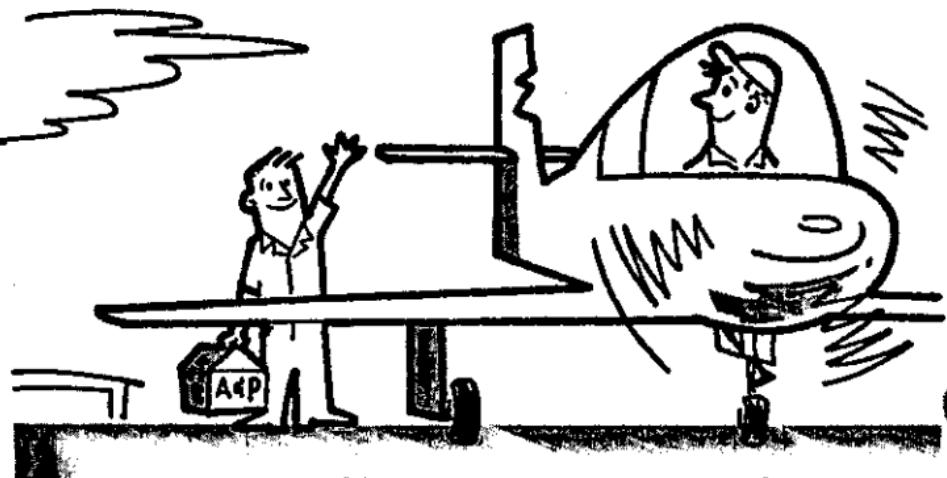
Preventive maintenance

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 FAR Part 43, Maintenance, Preventive Maintenance, Rebuilding and Alteration. Part 43 also contains other rules 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 for return to service by an appropriately rated certificated repair station, an airframe and powerplant mechanic holding an inspection authorization, or a representative of the Administrator. Minor repairs and alterations may be returned to service by a certificated airframe and powerplant mechanic or an appropriately certificated repair station.

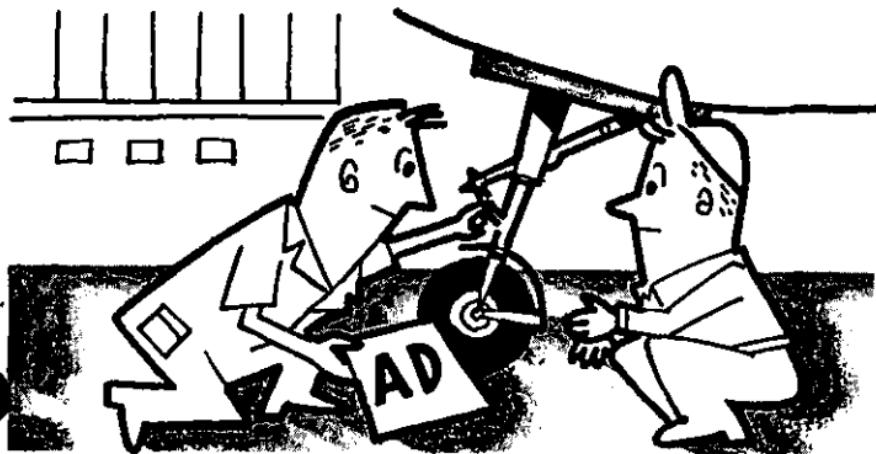


FERRY PERMITS

A ferry permit is a special FAA flight permit for an aircraft that may not currently meet applicable airworthiness requirements, but is safe enough for a specific flight. Since the aircraft may 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 and P mechanic to determine its safety for the intended flight.

The ferry permit is issued to allow the aircraft to be flown to a base where repairs or alterations are to be made, or to a point of export; or for flyaway delivery to some new owner or place; or for operation in excess of its maximum certificated takeoff weight for flight beyond its normal range where adequate landing or fuel facilities are not available.

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



AIRWORTHINESS DIRECTIVES

Airworthiness Directives, commonly referred to as "A.D.s," provide aircraft operators with information on unsafe conditions. The A.D.s 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 the corrective action to be taken as specified in the A.D.s, the FAA considers the effectiveness of operating restrictions (safety), the nature and amount of work involved for repair of the defect, the availability of replacement parts, and recommendations of the manufacturer and operators.

The Airworthiness Directives are issued under FAR Part 39. When a condition is discovered which makes the aircraft unsafe, the corrective action specified in the A.D. must be taken.

The Regulations require a chronological record to be maintained of all A.D.s on which action has been taken. This record must include the date, A.D. number, a brief description of the method of compliance, and the signature and certificate number of the repair

station or mechanic who complied with the A.D. For ready reference, many aircraft owners have a chronological listing of the pertinent A.D.s in the back of their logbooks.

It is the owner's responsibility to assure compliance with all pertinent A.D.s. This includes those A.D.s that require recurrent or continuing action; for example, an A.D. may require a certain inspection every 50 hours, which means that the particular inspection shall be accomplished and recorded *every* 50 hours.

The Airworthiness Directives consist of a basic summary containing all of the valid A.D.s published during the previous year and biweekly A.D. cards. The summary is divided into two volumes. Volume I includes directives applicable to small aircraft (12,500 pounds or less maximum certificated takeoff weight). Volume II includes directives applicable to large aircraft (more than 12,500 pounds maximum certificated takeoff weight). The summary may be obtained from the Superintendent of Documents by asking for FAR Part 39, Volume I or Volume II, Airworthiness Directives Summary. Although the summary is an annual publication, the subscription remains effective until the subscriber is notified by the Superintendent of Documents that he should renew his subscription. The biweekly A.D. cards are free and are available on request from: Federal Aviation Administration; Distribution Unit, HQ-438; Washington, D.C. 20553.



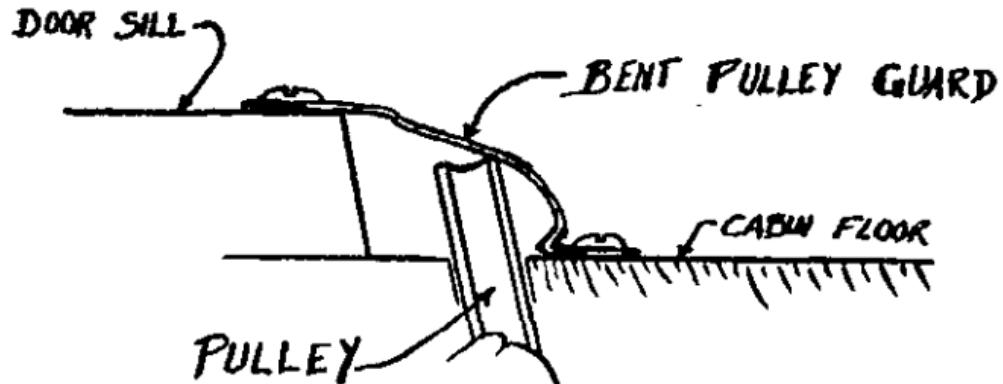
INSPECTION AIDS

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 aircraft owners, pilots, and mechanics to report promptly all service difficulties on the Malfunction or Defect Report (commonly called M&D Report), FAA Form 1226, as shown in the examples on pages 23 and 24. Copies of this form may be obtained free from airframe and powerplant mechanics, authorized inspectors, repair stations, or any FAA General Aviation District Office.

FEDERAL AVIATION AGENCY		Budget Bureau No. 04-2003.		MALFUNCTION OR DEFECT REPORT		
1. AIRCRAFT		ENGINE	PROPELLER	SPECIFIC PART WHICH CAUSED DIFFICULTY		
COMPLETE ALL ITEMS →	MAKE AND MODEL	FLIMOR 2B	0-FA 275	SKYFLITE 80x	NAME OF PART AND PART NO.	HRS. SINCE OVERHAUL
	SERIAL NO.	947	AS 3-1619	8504-16	ELEV. PULLEY GUARD	TOTAL TIME 762
	REGISTRATION NO. N- 0000P				6-149	
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 RECURRENT.				DATE OF SUBMISSION: MARCH 15, 1963		
STIFF ELEVATOR CONTROL NOTED ON PREFLIGHT INSPECTION.						
22	FOUND ELEVATOR PULLEY GUARD ON RIGHT SIDE OF CABIN FLOOR AT REAR DOOR BEAT AGAINST PULLEY 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.						

3. SKETCH OF MALFUNCTION OR DEFECT—OTHER COMMENTS



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REPORT SUBMITTED BY (Name and address)

S. A. NELL
13 MAIN STREET
PHOENIX 2, ARIZONA

REPAIR STATION

OPERATOR

MECHANIC

FAA INSPECTOR

CAB INVESTIGATOR

FEDERAL AVIATION AGENCY
WASHINGTON 25, D.C.

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$2.00
(GPO)

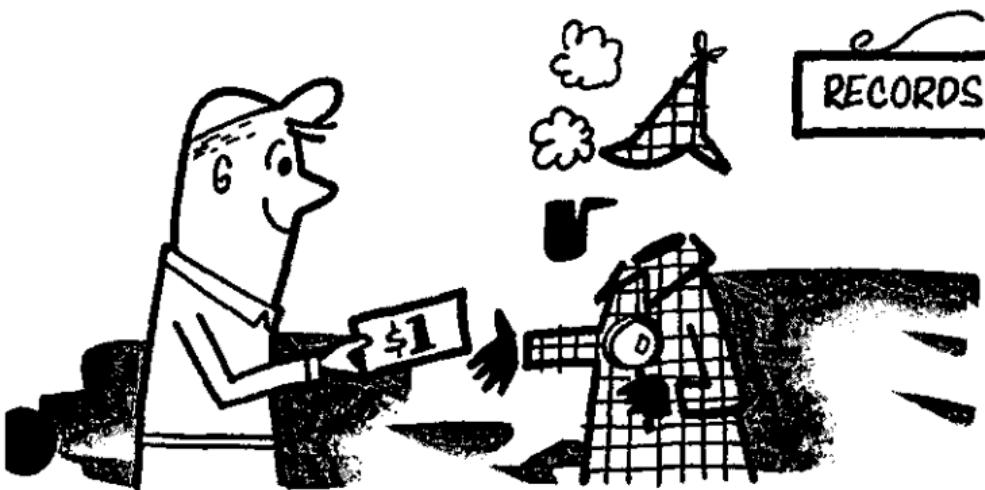
TO:

FEDERAL AVIATION AGENCY
WE-GADO-6
Sky Harbor Airport
2800 Sky Harbor Blvd
Phoenix, Arizona

MAIL IMMEDIATELY (No postage required)

The FAA reviews the reports and selects pertinent items for publication in the *Aids*. The reports are also co-ordinated 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. Through this exchange of information, improved standards have been developed and have proved to be of great benefit to aircraft owners and operators.

In addition to an annual summary of the *Aids* (the publishing date is August) which contains all the previously published M&Ds that are still current, 11 monthly supplements (September through July) containing additional M&Ds are published. The *Aids* 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 second section, "Maintenance Notes," contains general information and, in some instances, may be applicable to more than one specific aircraft. The summary and supplements are available by subscription from the Superintendent of Documents.



RELATED INFORMATION AND COSTS

References have been made throughout to certain services, manuals, and documents helpful to you as a prospective airplane owner and pilot. The fees charged for these aids are nominal. The cost for a title search is usually \$10.00 to \$15.00. The prices for referenced publications are as follows:

	<i>Domestic Price</i>	<i>Foreign Price</i>
FAR Part 39 Airworthiness Directives Summary:		
Small Aircraft, Vol. I -----	\$3.00	\$4.00
Large Aircraft, Vol. II -----	3.50	4.50
FAR Part 43 Maintenance, Preventive		
Maintenance, Rebuilding and		
Alteration -----	.30	.38
FAR Part 47 Aircraft Registration	.20	.25
FAR Part 49 Recording of Aircraft		
Titles and Security Documents	.20	.25
FAR 91 General Operating &		
Flight Rules -----	.60	.75
AC 20-7 General Aviation		
Inspection Aids -----	1.50	2.00

Checks or postal money orders should be made payable to the Superintendent of Documents and requests should be addressed to: Superintendent of Documents; U.S. Government Printing Office; Washington, D.C. 20402.

If you become an aircraft owner or pilot, you may at some time want to obtain copies of certain documents pertaining to your aircraft or airman certificates. The fees for searching records and furnishing photostatic or similar reproductions of documents that are not more than 12 inches by 18 inches are:

Aircraft and airman records -----	\$0.50 each page
Other FAA documents -----	\$1.00 each page

A \$2.00 fee is charged for searching records and furnishing duplicate original documents of airman and medical certificates, and for the Certificate of Registration. A \$1.00 fee is charged for extra copies of other available documents, as long as the supply lasts.

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

- (a) (for Medical Certificate only)
FAA Aeronautical Center
Aeromedical Certification Branch, AC-130
P.O. Box 25082
Oklahoma City, Oklahoma 73125
- (b) (for other than medical certificates)
FAA Aeronautical Center
Aircraft Registration Branch, AC-250
P.O. Box 25082
Oklahoma City, Oklahoma 73125

Additional costs or fees to be considered include the maintenance and inspection of your aircraft, and your medical examination.