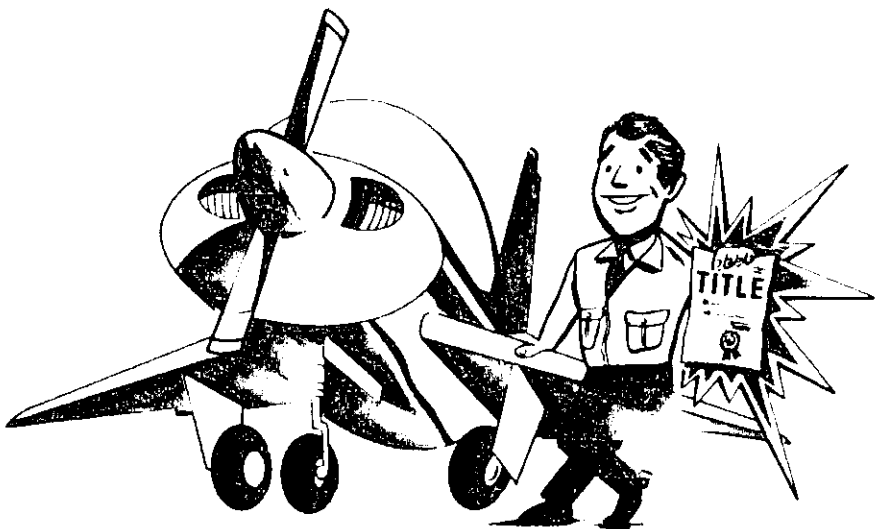


Plane Sense

GENERAL AVIATION INFORMATION



U.S. DEPARTMENT
OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION



PLANE SENSE

GENERAL AVIATION INFORMATION



Revised

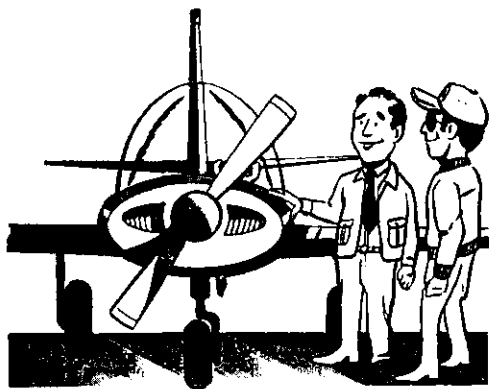
1974

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION



CONTENTS

Preface	1
Buying An Aircraft	1
Aircraft Owner Responsibilities	4
Certificate of Registration and Bill of Sale	6
Airworthiness Certificate	13
Aircraft Maintenance	16
Special Flight Permits	19
Airworthiness Directives	20
The Service Difficulty Program	22
Obtaining FAA Publications and Records	26
FAA District Offices	28



BUYING AN 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 familiar with the particular make and model. These include a certificated airframe and powerplant (A & P) mechanic, or an approved repair station.

- Q. What is meant by a "clear title?"
- A. A "clear title" is one on which there are no encumbrances such as liens, chattel mortgages, or other 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 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. Even though you are planning to purchase the aircraft from an established dealer, it makes good sense to determine the true title status before you buy.

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 a delay in registering an aircraft, and the headaches many have suffered because they failed to take this one important step before purchasing their aircraft.

Q. Where do I go to search the records?

A. All aircraft public records maintained by the U.S. Department of Transportation, Federal Aviation Administration (FAA), are on file at the FAA Aeronautical Center; Aviation Records Building, Aircraft Registration Branch, AAC-250, 6500 South MacArthur Boulevard, Oklahoma City, Oklahoma 73125.

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

A. 1-Bill of Sale.

2-Either a Standard Airworthiness Certificate, FAA Form 8100-2; or a Special Airworthiness Certificate, FAA Form 8130-7.

3-Maintenance records containing the following information:

- (a) the total time in service of the airframe;
- (b) the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;
- (c) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis;
- (d) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained;
- (e) the current status of applicable airworthiness directives, including the method of compliance;

- (f) a list of current major alterations to each airframe, engine, propeller, rotor, and appliance.

4-Equipment list, weight and balance data.

5-Maintenance Manuals, service letters, bulletins, etc.

6-Airplane Flight Manual or operating limitations.

- Q. Does a current 100-hour or annual inspection mean that the aircraft is in "first class" condition?
- 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 the General Aviation District Office serving your locale and ask to speak to a maintenance inspector who 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 the 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:

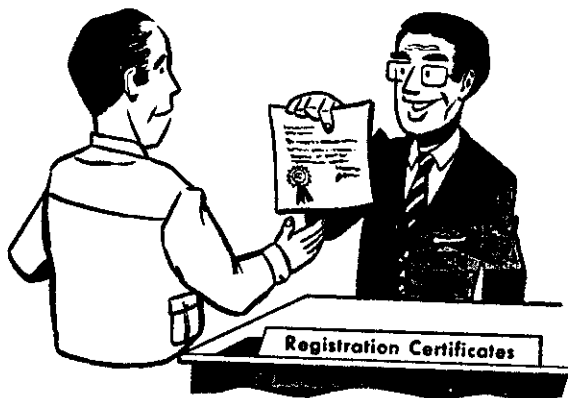
- 1-Having a current Airworthiness Certificate and Aircraft Registration Certificate in your aircraft.
- 2-Maintaining your aircraft in an airworthy condition.
- 3-Assuring that maintenance is properly recorded.
- 4-Keeping abreast of current regulations concerning the operation and maintenance of your aircraft.
- 5-Notifying the FAA Aircraft Registry immediately of any change of permanent mailing address, or of the sale or export of your aircraft, or of the loss of your U.S. citizenship.

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 may have to be inspected in accordance with an annual inspection or with one of the five inspection programs outlined in Federal Aviation Regulations Part 91, Section 91.217, 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

Responsibility	Automobile	Aircraft
Registration	Yes	Yes
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 Aircraft Registration from the FAA Aircraft Registry before you can legally fly it. An aircraft is eligible for registration only if it is owned by a citizen of the United States or a governmental unit and is not registered under the laws of any foreign country.

You may obtain an Aircraft Registration Application, AC Form 8050-1, consisting of an original (white) and two duplicate copies (green and pink) from an FAA General Aviation District Office. Instructions for preparing and submitting the form are attached to it. (See page 7.)

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

Until you receive the permanent Certificate of Aircraft Registration, AC Form 8050-3, from the FAA, the pink copy of the application serves as a temporary certificate for 90 days and must be carried in the aircraft. The Certificate of Aircraft Registration replaces the pink copy of the application in the aircraft.

PREPARATION: Prepare this form in triplicate. Except for signatures, all data should be typewritten or printed. Signatures must be in ink. The name of the applicant should be identical to the name of the purchaser shown on AC Form 8050-2, Aircraft Bill of Sale, its equivalent, or conditional sales contract, whichever is applicable.

Please 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 on application).

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		FORM APPROVED OMB No. 04-00076	
AIRCRAFT REGISTRATION APPLICATION			
TYPE OF REGISTRATION (Check one box) <input checked="" type="checkbox"/> 1. Individual		CERT. ISSUE DATE	
<input type="checkbox"/> 2. Partnership <input type="checkbox"/> 3. Corporation <input type="checkbox"/> 4. Co-Owner <input type="checkbox"/> 5. Gov't			
NATIONALITY AND REGISTRATION MARKS		FOR FAA USE ONLY	
N12345			
AIRCRAFT MAKE AND MODEL PLITMORE FT-3			
AIRCRAFT SERIAL No. F-123			
NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial.)			
BARO, ROBERT E.			
ADDRESS (Person(s) mailing address for first applicant listed)			
300 Moerkle Street			
<input type="checkbox"/> CHECK HERE IF ADDRESS CHANGE			
CITY ANYTOWN		STATE OHIO	ZIP CODE 69060
(No fee required for revised Certificate of Registration)			
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 Administration.			
If 1/2 or executed for co-ownership all applicants must sign. Use reverse side if necessary.			
SIGNATURE OF THIS APPLICANT MUST BE ENCLOSED IN APPLICATION	SIGNATURE Robert E. Baro	TITLE OWNER	DATE Jan. 20, 1974
	SIGNATURE	TITLE	DATE
	SIGNATURE	TITLE	DATE
NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days during which time the PINK copy of this application must be carried in the aircraft.			
NOTE: Pending receipt of the Certificate of Aircraft Registration, the aircraft may be operated for a period not in excess of 90 days during which time the PINK copy of this application must be carried in the aircraft, together with an appropriate and current airworthiness certificate or a special flight permit.			

AIRCRAFT BILL OF SALE INFORMATION

Before purchasing an aircraft, the buyer should make, or have made, a search of the records and encumbrances affecting ownership at the Aircraft Registration Branch, FAA Aviation Records Building, Aeronautical Center, 6400 So. MacArthur Boulevard, Oklahoma City, Oklahoma 73125. A list of title search companies will be furnished upon request.

Mail the original to the FAA Aircraft Registry, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		FORM NO. 84-00075 DO NOT WRITE IN THIS BLOCK FOR FAA USE ONLY	
AIRCRAFT BILL OF SALE			
FOR AND IN CONSIDERATION OF \$ _____ THE UNDERSIGNED OWNER(S) OF THE FULL LEGAL AND BENEFICIAL TITLE OF THE AIRCRAFT DESCRIBED AS FOLLOWS			
AIRCRAFT MAKE AND MODEL FLITMORE FT-3			
MANUFACTURER'S SERIAL NUMBER F-123			
NATIONALITY & REGISTRATION MARKS N2345			
DOES THIS 20th DAY OF January 1974 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL RIGHTS, TITLE, AND INTERESTS IN AND TO SUCH AIRCRAFT UNTO			
PURCHASER	NAME AND ADDRESS (IF INDIVIDUALS) GIVE LAST NAME FIRST NAME AND MIDDLE INITIAL ROBERT E. BARO 300 MOERKLE STREET ANYTOWN, OHIO 69060		
	AND TO his EXECUTORS, ADMINISTRATORS, AND ASSIGNS TO HAVE AND TO HOLD SINGULARLY THE SAID AIRCRAFT FOREVER, AND WARRANTS THE TITLE THEREOF		
IN TESTIMONY WHEREOF I HAVE SET MY HAND AND SEAL THIS 20th day of Jan 1974			
SELLER	NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN EACH ROW IF EXECUTED FOR CO-OWNERSHIP ALL MUST SIGN)	TITLE (TYPED OR PRINTED)
	JONES AIR SALES CORP.	<i>John Jones</i>	John Jones, President
ACKNOWLEDGMENT NOT REQUIRED FOR PURPOSES OF FAA RECORDING, HOWEVER, MAY BE REQUIRED BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT			
ORIGINAL: TO FAA			
AC FORM 8400-2 (6-74) (REV. 5-75-0002)			

Aircraft previously registered in a foreign country may also be operated using the pink copy of the application as a temporary registration certificate if the applicant carefully follows the steps outlined below:

- a. Request that a registration number be assigned by submitting the make, model, and serial number of the aircraft with the confirmation of foreign registration cancellation to the FAA Aircraft Registry.
- b. If the foreign registration has not ended, submit an affidavit stating that the U.S. registration number will not be placed on the aircraft until the foreign registration has been cancelled.
- c. After a U.S. registration number has been assigned by the Registry, you have 90 days to complete the requirements for registration by forwarding: (1) evidence of ownership; (2) white and green copies of the application; (3) registration fee; and (4) confirmation of cancellation from the foreign registry.
- d. As soon as the foreign registration has been cancelled, you may place the U.S. registration number on the aircraft, mail the above documents, and use the pink copy of the application as with any other U.S. civil aircraft.

The Certificate of Aircraft Registration will expire when:

1. The aircraft is registered under the laws of a foreign country;
2. The registration of the aircraft is cancelled at the written request of the owner;
3. The aircraft is totally destroyed or scrapped;
4. The ownership of the aircraft is transferred;
5. The holder of the certificate loses his United States citizenship or
6. Thirty days have elapsed since the death of the holder of the certificate.

When the aircraft is destroyed, scrapped, or sold, the previous owner must notify the FAA by filling in the back of his Certificate of Aircraft Registration, as indicated in the example on page 11, and mailing it to the FAA Aircraft Registry.

When a U.S. civil aircraft is transferred to a person who is not a U.S. citizen, the U.S.-registered owner is required to remove the United States registration and nationality marks from the aircraft before the aircraft is delivered.

A Dealers Aircraft Registration Certificate is another form of registration certificate, but it is valid only for required flight tests by the manufacturer or inflights that are necessary for the sale of the aircraft by the manufacturer or a dealer. It must be removed by the dealer when the aircraft is sold.

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

NOTE: For any additional information concerning the Aircraft Registration Application (AC Form 8050-1) or the Aircraft Bill of Sale (AC Form 8050-2), contact the General Aviation District Office or Flight Standards District Office near you. A listing of these offices, their respective addresses and telephone numbers will be found in the back of this advisory circular.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
CERTIFICATE OF AIRCRAFT REGISTRATION

This certificate must be in the aircraft when operated.

NATIONALITY AND
REGISTRATION MARKS N 12345

AIRCRAFT
SERIAL NO F-123

MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT

FLEETMORE FT-3

ISSUED TO

ROBERT E. BARO
300 MOERKLE ST
ANYTOWN, OHIO
12345

This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.

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.

DATE OF ISSUE

FEBRUARY 15, 1974

DURATION - See reverse side.

Richard P. Butterfield
Administrator



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

OFFICIAL BUSINESS

TO:

ROBERT E. BARO
300 MOERKLE ST
ANYTOWN, OHIO
12345



POSTAGE AND FEES PAID
FEDERAL AVIATION ADMINISTRATION
DOT 511

(CUT ON DOTTED LINE)

CHANGE OF ADDRESS

Federal Aviation Regulations require that the registered owner of the aircraft shall report in writing within 30 days any change in permanent mailing address. A renewed Certificate of Registration will be issued without charge. The Application for Registration AC Form 8050-1 may be used to report a change of address.

REPLACEMENT OF CERTIFICATE

If this certificate is lost, destroyed, or mutilated, a replacement 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 include the registration "N" number, make, model, and serial number of the aircraft.

EFFECT OF REGISTRATION

Section 901 (f) of the Federal Aviation Act of 1958 (49 U.S.C. 1401) provides: ".....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."

NOTICE

It is the responsibility of persons sending information to be recorded instruments affecting the aircraft identified in this certificate to make a personal search of the records or avail themselves of the services of an agent or 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 Records Building, Aeronautical Center, Oklahoma City, Oklahoma.

DURATION OF REGISTRATION

Each certificate of registration issued by the FAA is effective, unless suspended or revoked, until the date upon which

- | | |
|--|--|
| <p>a. <input type="checkbox"/> The registration is canceled at the written request of the registered owner.</p> <p>b. <input checked="" type="checkbox"/> The aircraft is totally destroyed or scrapped.</p> <p>c. <input type="checkbox"/> The registered owner loses his U.S. citizenship.</p> <p>d. <input type="checkbox"/> Thirty days have elapsed since the death of the registered owner.</p> <p>e. <input type="checkbox"/> The registration is revoked because of noncompliance with FAR 47.44</p> | <p>f. <input type="checkbox"/> The aircraft is registered under the laws of a foreign country:

(NAME OF FOREIGN COUNTRY)</p> <p>g. <input type="checkbox"/> The ownership of the aircraft is transferred to:
NAME _____
ADDRESS _____
CITY _____ STATE _____</p> |
|--|--|

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

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

SIGNATURE Ronald E. Bare TITLE Owner DATE 7-1-74



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 in a condition for safe operation. The Certificate must be displayed in the aircraft so that it is legible to passengers or crew whenever the aircraft is operated. The Airworthiness Certificate is transferred with the aircraft except when it is sold to a foreign purchaser.

The STANDARD AIRWORTHINESS CERTIFICATE, FAA Form 8100-2 (see page 14) is issued for aircraft type certificated in the normal, utility, acrobatic, and transport categories or for manned free balloons. An explanation of each term in the Certificate follows:

Item 1. Nationality - The "N" indicates the aircraft is of United States registry. Registration Marks - The number, in this case 12345, is the registration number assigned to the aircraft.

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

Item 3. 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.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
N12345	FLITMORE FT-3	6969	NORMAL

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1938 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 as provided by Annex B to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

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
1/20/74	R.E. BARO	AEA GADO-4-5-03

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 8100-2 (7-67) FORMERLY FAA FORM 1362

GPO 1967 O-270-831

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CLASSIFICATION: RESTRICTED	
	PURPOSE: PEST CONTROL	
B	MANU. FACTURER	NAME ADDRESS
		N/A
C	FLIGHT	FROM TO
		N/A
D	N-12345	SERIAL NO. 6969
	BUILDER FLITMORE	MODEL FT-3
E	DATE OF ISSUANCE	JUNE 12, 1974
	OPERATING LIMITATIONS	EXPIRY PER FAR 21.181
SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION ON OFFICE NO.
R.E. BARO		AEA GADO-4-5-03

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 8180-7 (6-69) SUPERSEDES FAA FORMS 1362-B; 8100-2; 8150-8

SEE REVERSE SIDE

Item 5. Indicates 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 entered if no exemption exists.

Item 6. Indicates the Airworthiness Certificate is in effect indefinitely if the aircraft is maintained in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations and the aircraft is registered in the United States. Also included are the date the certificate was issued, the signature of the FAA representative, and his office identification.

The SPECIAL AIRWORTHINESS CERTIFICATE, FAA Form 8130-7 is issued for all aircraft certificated in other than the Standard classifications (Experimental, Restricted, Limited, and Provisional, see page 14).

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

In summary, the FAA initially determines that your aircraft is in a condition for safe operation and conforms to type design, then issues an Airworthiness Certificate. A Standard Airworthiness Certificate remains in effect so long as the aircraft receives the required maintenance and is properly registered in the United States. 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.

The purpose of maintenance is to ensure that the aircraft is kept to an acceptable standard of airworthiness throughout its operational life.

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, age, and construction of the aircraft. Most manufacturers supply service information which should be used in maintaining your 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.

Federal Aviation Regulations require the inspection of all civil aircraft at specific intervals for the purpose of determining the overall condition. The interval depends generally upon the type of operations engaged in. Some aircraft need to be inspected at least once each 12 calendar months, while inspection is required for others after each 100 hours of operation. In other instances, an aircraft may be inspected in accordance with an inspection system set up to provide for total inspection of the aircraft on the basis of time, time in service, number of system operations, or any combination of these.

To determine the specific inspection requirements and rules for the performance of inspections, refer to the Federal Aviation Regulations which prescribe the requirements for various types of operations.

Annual Inspection. A reciprocating powered single-engine aircraft flown for pleasure is required to be inspected at least annually by a certificated airframe and powerplant mechanic holding an inspection authorization, or a certificated repair station that is appropriately rated, or the manufacturer of the aircraft. The aircraft may not be operated unless the annual inspection has been performed within the preceding 12 calendar months. A period of 12 calendar months extends from any day of any month to the last day of the same month the following year. However, an aircraft with the annual inspection overdue may be operated under a special flight permit for the purpose of flying the aircraft to a location where the annual inspection can be performed.

100-Hour Inspection. A reciprocating powered single-engine aircraft used to carry passengers or for flight instruction for hire must be inspected within each 100 hours of time in service by a certificated airframe and powerplant mechanic, a certificated repair station that is appropriately rated, or the aircraft manufacturer. An annual inspection is acceptable as a 100-hour inspection, but the reverse is not true.

Other Inspection Programs. The annual and 100-hour inspection requirements do not apply to large airplanes, or turbojet or turbo-propeller-powered multiengine airplanes, or to airplanes for which the owner or operator complies with the progressive inspection requirements. Details of these requirements may be determined by reference to Parts 43 and 91 of the Federal Aviation Regulations and by inquiry at a local FAA General Aviation or Flight Standards District Office.

Preflight Inspection. Although not required by Federal Aviation Regulations, a careful pilot will always conduct a thorough preflight inspection before every flight to satisfy himself that the aircraft is safe for flight.

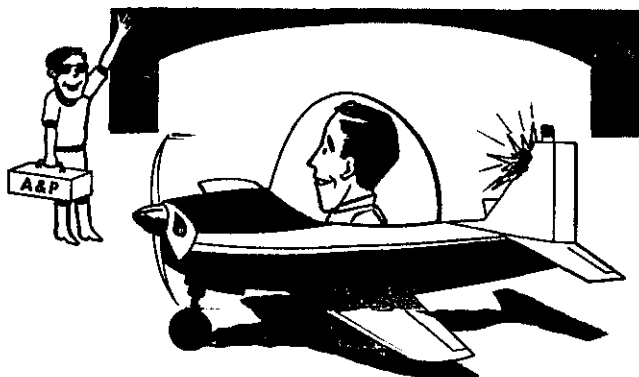
PREVENTIVE MAINTENANCE

Simple or minor preservation operations and the replacement of small standard parts, not involving complex assembly operations, are considered preventive maintenance. A certificated pilot may

perform preventive maintenance on any aircraft owned or operated by him that is not used in air carrier service. 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.

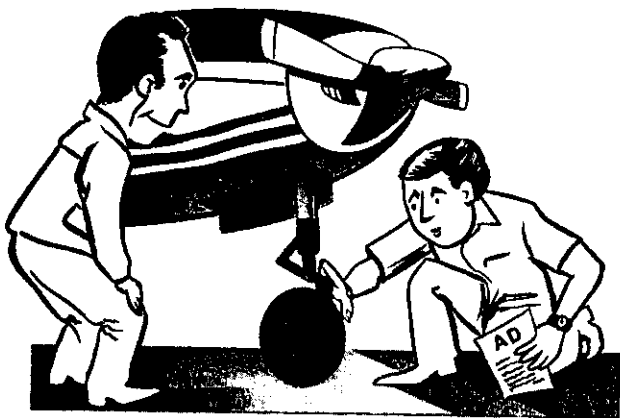


SPECIAL FLIGHT PERMITS

A special flight permit is an authorization to operate an aircraft that may not currently meet applicable airworthiness requirements, but is safe for a specific flight. Before the permit is issued, an FAA inspector may personally inspect the aircraft or require it to be inspected by a certificated airframe and powerplant mechanic, or repair station to determine its safety for the intended flight. The inspection must be recorded in the aircraft records.

The special flight permit is issued to allow the aircraft to be flown to a base where repairs, alterations, or maintenance can be performed; for delivering or exporting the aircraft; or, for evacuating an aircraft from an area of impending danger. A special flight permit may be issued to allow the operation of an overweight aircraft for flight beyond its normal range over water or land areas where adequate landing facilities or fuel are not available.

Should you have occasion to need a special flight permit, assistance and the necessary forms may be obtained from the local Flight Standards or General Aviation District Office.



AIRWORTHINESS DIRECTIVES

A primary safety function of the Federal Aviation Administration is to require correction of unsafe conditions found in an aircraft, aircraft engine, propeller, or appliance when such conditions exist and are likely to exist or develop in other products of the same design. The unsafe condition may exist because of a design defect, maintenance, or other causes. FAR Part 39, Airworthiness Directives, defines the authority and responsibility of the Administrator for requiring the necessary corrective action. The Airworthiness Directives (ADs) are the media used to notify aircraft owners and other interested persons of unsafe conditions and to prescribe the conditions under which the product may continue to be operated.

Airworthiness Directives may be divided into two categories: (1) those of an emergency nature requiring immediate compliance upon receipt, and (2) those of a less urgent nature requiring compliance within a relatively longer period of time.

Airworthiness Directives are Federal Aviation Regulations and must be complied with, unless specific exemption is granted. It is the aircraft owner or operator's responsibility to assure compliance with all pertinent ADs. This includes those ADs that require recurrent or continuing action. For example, an AD may require a repetitive inspection each 50 hours of operation; meaning, the particular inspection shall be accomplished and recorded every 50 hours.

Federal Aviation Regulations require a record be maintained which shows the current status of applicable airworthiness directives, including the method of compliance, and the signature and certificate number of the repair station or mechanic who performed the work. For ready reference, many aircraft owners have a chronological listing of the pertinent ADs in the back of their logbooks.

The Airworthiness Directives Summary contains all the valid ADs previously published and biweekly supplements. The Summary is divided into two volumes. Volume I includes directives applicable to small aircraft (12,500 pounds or less maximum certificated take-off weight). Volume II includes directives applicable to large aircraft (over 12,500 pounds). Subscription service will consist of the summary and automatic biweekly updates to each summary for a two-year period. The Summary of Airworthiness Directives, Volume I and Volume II, are sold and distributed for the Superintendent of Documents by the FAA from Oklahoma City. Requests for subscriptions to either of these publications should be sent to:

U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Center
Attention: AAC-23
P.O. Box 25461
Oklahoma City, Oklahoma 73125

Make checks payable to the Federal Aviation Administration. The price of Volume I is \$6.95 plus an additional \$1.75 for foreign mailing and the price of Volume II is \$7.50 plus \$1.90 for foreign mailing.



THE SERVICE DIFFICULTY PROGRAM

The Service Difficulty Program provides for the exchange of service experience with aircraft and aircraft products to aid in the detection of mechanical problems. The incentive for early detection is to get a jump on corrective actions and ultimate solutions; thereby minimizing the impact of equipment failure on safety.

Aircraft owners, pilots, and mechanics are urged to report promptly all service problems using the Malfunction or Defect Report, FAA Form 8330-2, or Service Difficulty Report, FAA Form 8070-1. Either of these forms can be obtained free from any Flight Standards or General Aviation District Office.

Each problem reported contributes to the improvement of aviation safety through the identification of a potential problem area and the alerting of other persons to it. This focusing of attention on a problem has led to improvements in the design and maintainability of aircraft and aircraft products.

How does reporting a problem help you? By pooling everyone's knowledge about a situation we can detect mechanical problems early enough to correct them before they result in accidents. This should make flying safer, more fun, and certainly less expensive.

INSPECTION AIDS

FAA publication, The General Aviation Inspection Aids, provides the aviation community with a means for interchanging service difficulty information. The Aids are prepared for pilots, mechanics, operators of repair agencies, and others participating in inspection and maintenance of general aviation aircraft. The information is brief and advisory. Compliance is not mandatory. It is, however, intended to alert you to service experience and, when pertinent, direct your attention to the manufacturer's recommended corrective measures.

The articles contained in the Aids are derived from the Service Difficulty or Malfunction and Defect Reports submitted by aircraft owners, pilots, mechanics, repair stations, and air taxi operators. The FAA reviews the reports and selects pertinent items for publication in the Aids.

In addition to an annual summary published in August, each subscriber receives 11 monthly supplements (September through July). The Aids are grouped into two sections. The first section, Inspection Aids, is devoted to inspection items which apply to specific aircraft models, engines, and components. The second section, Maintenance Notes, contains general information and may be applicable to more than one specific aircraft.

1. REGISTRATION NO. N-12345		DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MALFUNCTION OR DEFECT REPORT			Form Approved Budget Bureau No. 04-20000	2. DATE REC. 2-10-74	FOR THE USE ONLY CONTROL NO.	
2. AIRCRAFT	A. MAKE FLITMORE	B. MODEL FT-3	C. SERIAL NO. 6969		7A. COMMENTS (Describe the malfunction or defect and the circumstances under which it occurred. State probable cause and recommendations to prevent recurrence.) <i>Both sides of the fore and aft lower tubular braces were broken at the aft side at the weld. Probably too much pressure applied. Need stronger tubing.</i>			
3. POWERPLANT								
4. PROPELLER								
B. APPLIANCE/COMPONENT (specify that includes part)								
A. NAME	B. MAKE	C. MODEL	D. SERIAL NO.					
6. SPECIFIC PART (of component) CAUSING TROUBLE					SUBMITTED BY			
A. NAME	B. NUMBER	C. PART/DEFECT LOCATION			Outline in pencil			
PILOT SEAT 123456		REAR-LOWER BRACES			R.E. Baro			
7. ATA CODE	E. PART IT	F. PART TSO	G. PART CONDITION		H.	I.	J.	K.
369	NONE	NONE	BROKEN AT WELDS		REF. TAG	OPTS	RELD.	ASG. TAG
							X	

FAA FORM 8130-2 (2-74) REPLACES PREVIOUS EDITIONS

USE THIS SPACE FOR ADDITIONAL COMMENTS IF NEEDED.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20591
OFFICIAL RECORD
FAA FORM 302 (REV. 10-75)



BROKE
BOTH SIDES



OBTAINING FAA PUBLICATIONS AND RECORDS

1. The Checklist.

Advisory Circular 00-2, The Advisory Circular Checklist and Status of FARs, contains a list of current FAA advisory circulars and Federal Aviation Regulations, together with their status as of a given date, contents, and cost. The checklist is updated tri-annually, and provides detailed instructions on how to obtain both advisory circulars and Federal Aviation Regulations. It also contains a list of GPO bookstores located throughout the United States which stock many government publications. The checklist may be obtained free upon request from the U.S. Department of Transportation, Publications Section, TAD 443.1, Washington, D.C. 20590.

2. Federal Aviation Regulations.

The following FAR Parts are those you may be most interested in reading. They pertain primarily to the operation and maintenance of the aircraft and to obtaining a pilot's certificate or, an airframe and powerplant mechanic certificate.

- Part 1 Definitions and Abbreviations
- Part 21 Certification Procedures for Products and Parts
- Part 23 Airworthiness Standards: Normal, Utility, and Acrobatic Category Aircraft
- Part 33 Airworthiness Standards: Aircraft Engines
- Part 35 Airworthiness Standards: Propellers
- Part 39 Airworthiness Directives
- Part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration

- Part 45 Identification and Registration Marking
- Part 47 Aircraft Registration
- Part 61 Certification: Pilots and Flight Instructors
- Part 65 Certification: Airmen Other Than Flight Crewmembers
- Part 91 General Operating and Flight Rules

The FARs may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. You should include a check or money order payable to the Superintendent of Documents with each order. Refer to Advisory Circular 00-2 for the correct pricing and ordering information.

3. The Advisory Circulars.

Advisory circulars are issued by the FAA to inform the aviation public, in a systematic way, of nonregulatory material of interest. The contents of advisory circulars are not binding on the public unless incorporated into a regulation by reference.

Request free advisory circulars from: U.S. Department of Transportation, Publications Section, TAD 443.1, Washington, D.C. 20590. Persons who want to be placed on the FAA's mailing list for future circulars should write to the above address. Be sure to identify the subject matter desired as separate mailing lists are maintained for each advisory circular subject series.

Order "for sale" advisory circulars from: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; or from any of the GPO bookstores located throughout the United States. Use AC 00-2, Advisory Circular Checklist, for the the cost of each circular.

4. Other Services.

If you become an aircraft owner, pilot, or certificated mechanic, you may at some time want to obtain copies of documents pertaining to your aircraft, airman, or medical certificates. Copies of aircraft and airman records are \$.25 for each page. A \$3.00 fee is charged for searching records and furnishing duplicate original documents. Duplicate airman certificates, medical certificates, or certificates of aircraft registration are \$2.00. Fees may be paid by check, draft, or postal money order made payable to the Federal Aviation Administration, and submitted to the Aircraft Registration Branch, AAC-250; Airman Certification Branch, AAC-260; or Aeromedical Certification Branch, AAC-130, as appropriate, at the following address:

U.S. Department of Transportation
Federal Aviation Administration
FAA Aeronautical Center
P.O. Box 25082
Oklahoma City, Oklahoma 73125

FAA DISTRICT OFFICES

The following list shows the location of the FAA General Aviation District Offices and Flight Standards District Offices, their respective addresses, telephone numbers, and the areas of responsibility.

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Mun. Arpt., 6500 43rd Ave.,
North; Tel. 205-592-6371

ALASKA - Anchorage 99501: 13th
and Orca Sts.; Tel. 907-
272-1324/3124/5561

ARKANSAS - Little Rock 72202:
Rm. 201, FAA & Weather Service
Bldg., Adams Bld.; Tel. 501-
372-3437/8

CALIFORNIA - Fresno 93727:
Fresno Air Terminal, 2401
No. Ashley; Tel. 209-487-
5306

Los Angeles: Suite 3, Mun.
Arpt., 3200 Airport Ave.,
Santa Monica, Ca. 90405;
Tel. 213-870-9119/391-
6701

Ontario 91761: Ontario Int'l
Arpt.; Tel. 714-984-2411

Sacramento 95822: Executive
Arpt.; Tel. 916-449-3169

San Jose 95110: 1387 Arpt.
Blvd.; Tel. 408-275-7681

COLORADO - Denver: FAA Bldg.,
Jefferson Co. Arpt.,
Broomfield, Co. 80201;
Tel. 303-466-7326

FLORIDA - Jacksonville 32211:
FAA Bldg., Craig Bld., P.O.
Box 8665; Tel. 904-725-3977

Miami: Bldg. 121, Opa Locks
Arpt., P.O. Box 365, Opa
Locks, Fl. 33054; Tel.
305-681-7431

FLORIDA (cont'd)

St. Petersburg 33732: St.
Petersburg-Clearwater Arpt.;
Tel. 813-531-1434

GEORGIA - Atlanta 30336: FAA
Bldg., Rm. 200, Fulton Co.
Arpt., 3999 Gordon Rd., SW;
Tel. 404-691-2323

IDAHO - Boise 83705: 3113
Arpt. Way; Tel. 208-342-
2711 x 238

ILLINOIS - Chicago: DuPage Co.
Arpt., P.O. Box H, West
Chicago, 60185; Tel. 312-
584-4490/1/2

Springfield 67205: Capital
Arpt., New Terminal; Tel.
217-525-4238

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2491

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Dr.; Tel. 219-232-5843

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Arpt., 204 Adm. Bldg.; Tel.
515-284-4094

KANSAS - Kansas City 66115: Rm.
100, Adm. Bldg., Fairfax Arpt.;
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Wichita 67209: Flight Standards
Bldg., Mid-Continent Arpt.;
Tel. 316-943-3244

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Adm. Bldg., Bowman Bld.; Tel.
502-582-6116

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Lafayette Arpt.; Tel. 504-234-
2321

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Bldg., New Orleans Lakefront
Arpt.; Tel. 504-241-2506

Shreveport 71107: Rm. 137, Ter-
minal Bldg., Downtown Arpt.;
Tel. 318-422-8370/9

MAINE - Portland 04102: General
Aviation Terminal, Portland
Int'l Jetport; Tel. 207-774-
4486

MARYLAND - Baltimore 21240:
Baltimore-Washington Int'l
Arpt.; Tel. 301-761-2610

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SE; Tel. 616-456-2427

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939-5231

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Helena Arpt., P.O. Box 1167;
Tel. 406-442-4230

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Aviation Bldg., Lincoln Mun. Arpt.;
Tel. 402-475-3553

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So. Haven; Tel. 702-736-6358

Reno 89502: 2601 East Plumb Lane;
Tel. 702-784-5321

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Teterboro Air Terminal, 510
Industrial Ave.; Tel. 201-288-
1745

NEW MEXICO - Albuquerque 87119:
Albuquerque Int'l Arpt., P.O.
Box 9045; Tel. 505-247-0156

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Co. Arpt.; Tel. 518-869-8482

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Bldg., Raleigh-Durham Arpt.,
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OHIO - Cincinnati 45226: Lunken
Arpt., Bldg., 4242 Airport
Rd.; Tel. 513-684-2183

Columbus 43219: 424 Lane Aviation
Bldg., Port Columbus Arpt.,
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469-7476/7

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Wiley Post Arpt., Bethany, Ok.,
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Arpt., Rt.1, Box 717; Tel. 503-688-
9721

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land, Pa. 17070; Tel. 717-
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phia Arpt.; Tel. 215-673-0250

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Regional Air Terminal; Tel. 915-
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5689

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Mitchell Field; Tel. 414-747-5531

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1276

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terus Dr., Scottsdale, Ariz.
85260; Tel. 602 261-4763

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5280

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Dr., Berkeley, Mo. 63134; Tel.
314 731-4190

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Tel. 716 235-3438

OHIO - Cleveland 44135; 2nd Floor
Sundorff Hangar Cleveland-Hopkins
Intl. Arpt.; Tel. 212 267-0220

PUERTO RICO - San Juan; RPD #1,
Box 29A Loiza Station; Tel. 202
791-0374

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