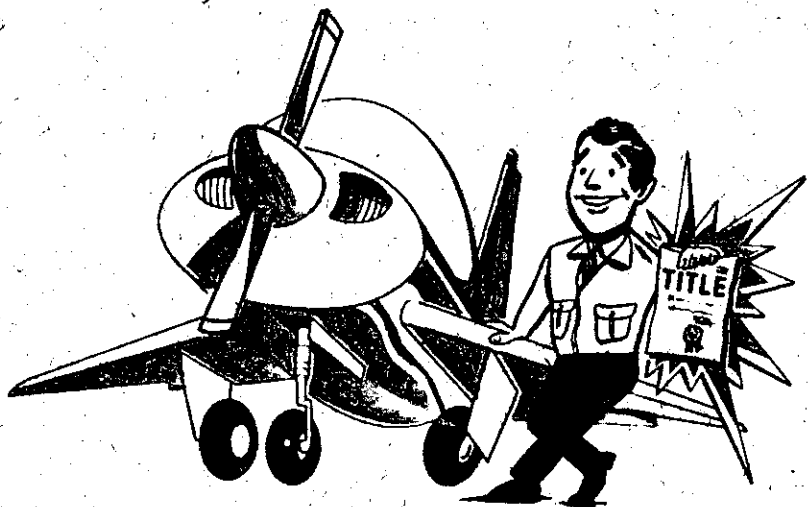


# Plane Sense

## GENERAL AVIATION INFORMATION



U.S. DEPARTMENT  
OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION



## PREFACE

*Plane Sense* was prepared by the U.S. Department of Transportation, Federal Aviation Administration, Flight Standards Service. The purpose of this booklet is to acquaint the prospective owner with some fundamental information on the requirements of owning and operating a personal type airplane.

Anyone who is seriously thinking of becoming an aircraft owner should familiarize himself with the Federal Aviation Regulations. Since the aviation picture is constantly changing, it is suggested that you contact your nearest FAA General Aviation or Flight Standards District Office, where the personnel will be glad to acquaint you with the latest requirements of private ownership.

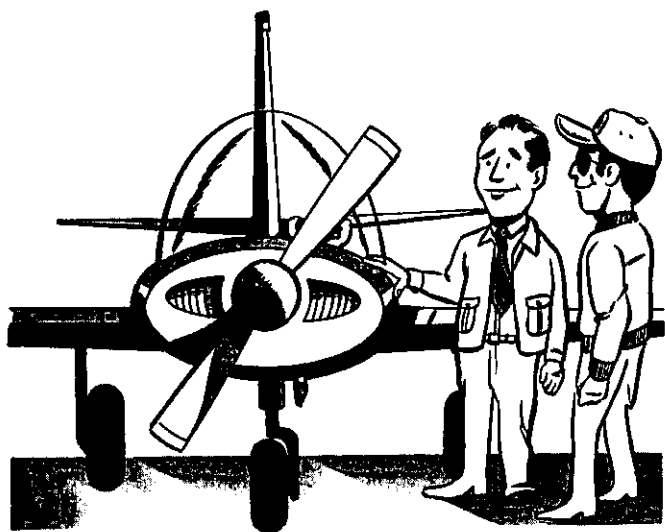
Comments regarding this booklet should be directed to the U.S. Department of Transportation, Federal Aviation Administration, Flight Standards Technical Division, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

This booklet supersedes the 1974 edition of AC 20-5C.



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## BUYING AN AIRCRAFT

When buying a used aircraft, it is 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 that 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 or Flight Standards District Office serving your locale and ask to speak to an airworthiness 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, 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**

<i>Responsibility</i>	<i>Automobile</i>	<i>Aircraft</i>
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 9.)

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 that meets the recording requirements of the Federal Aviation

Administration is AC Form 8050-2, Aircraft Bill of Sale (see page 10).

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			
<b>AIRCRAFT REGISTRATION APPLICATION</b>			
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. Govt.			
UNITED STATES REGISTRATION NUMBER <b>N 12345</b>			
AIRCRAFT MANUFACTURER & MODEL <b>Flitmore FT-3</b>			
AIRCRAFT SERIAL No <b>F-123</b>		PORTANTISE ONLY	
NAME OF APPLICANT (If partnership or corporation, list name, full name, first name, last name, middle initial.)			
<b>BARO, ROBERT E.</b>			
ADDRESS (If partnership, mailing address for first applicant listed.)			
Number and street <b>300 Moerkle Street</b>			
City <b>ANYTOWN</b>		STATE <b>OHIO</b>	ZIP CODE <b>69050</b>
<input type="checkbox"/> CHECK HERE IF ADDRESS CHANGE			
(No fee required for revised Certificate of Registration)			
<p><b>ATTENTION!</b> 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)</p>			
<b>CERTIFICATION</b>			
<p>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.</p>			
NOTE: If executed for co-ownership, all applicants must sign. Use reverse side if necessary.			
APPLICANT'S SIGNATURE (If partnership, all partners must sign)	SIGNATURE	TITLE	DATE
	<i>Robert E. Baro</i>	OWNER	Jan. 20, 1975
	SIGNATURE	TITLE	DATE
APPLICANT'S SIGNATURE (If partnership, all partners must sign)	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.			
AC Form 8050-2 (6-75) (2007-20-25-2000) Supersedes previous editions			

## 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  <b>AIRCRAFT BILL OF SALE</b>		FORM 8610-100 GMS NO. 24 80074  DO NOT WRITE IN THIS SPACE FOR FAA USE ONLY	
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 <div style="display: flex; justify-content: space-between;"> <span>FLITMORE</span> <span>FT-3</span> </div>			
MANUFACTURER'S SERIAL NUMBER F-123			
NATIONALITY & REGISTRATION MARKS N12345			
DOES THIS 20th DAY OF January 19 76 HEREBY SELL, GRANT, TRANSFER AND DELIVER ALL RIGHTS, TITLE, AND INTERESTS IN AND TO SUCH AIRCRAFT UNTO			
PURCHASER	NAME AND ADDRESS (IF INDIVIDUAL(S) 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 19 76		
SELLER	NAME (S) OF SELLER (TYPED OR PRINTED) JONES AIR SALES CORP.	SIGNATURE (S) (IN BLACK INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN) 	TITLE (TYPED OR PRINTED) 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 (6-71) (REVISED 6-71)			

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.

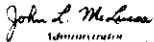
When the aircraft is destroyed, scrapped, or sold, the previous owner must notify the FAA by filling in the back of the Certificate of Aircraft Registration, as indicated in the example on page 14, and mailing it to the FAA Aircraft Registry.

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 in flight 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.
NATIONAL REGISTRATION NUMBER <b>N 12345</b>	AIRCRAFT SERIAL NO. <b>F-123</b>	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT  <b>FLITMORE FT-3</b>		
ISSUED TO	<b>ROBERT E. BARO</b> <b>300 MOERKLE ST</b> <b>ANYTOWN, OHIO</b> <b>12345</b>	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 <b>February 15, 1976</b>	 Administration	

AC Form 8080-3 (12-75)

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
AERONAUTICAL CENTER  
P. O. BOX 25504  
OKLAHOMA CITY, OKLAHOMA 73125



POSTAGE AND FEES PAID  
FEDERAL AVIATION ADMINISTRATION  
1976-17

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300

TO:

**ROBERT E. BARO**  
**300 MOERKLE ST**  
**ANYTOWN, OHIO**  
**12345**

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 revised 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 25504  
Oklahoma City, Oklahoma 73125

**NOTE:** All correspondence should include the registration "N" number, manufacturer, model, and serial number of the aircraft.

### EFFECT OF REGISTRATION

Section 501(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:** Instruments affecting interests in aircraft are received by the FAA Aircraft Registry for recording. These are public records open for inspection in Room 111 of the Aviation Records Building, Aeronautical Center, Oklahoma City, Oklahoma. Persons needing information as to recorded instruments may make a personal search of the records or avail themselves of the services of an agent or attorney.

**THIS CERTIFICATE MUST BE SIGNED AND RETURNED BY THE REGISTERED OWNER WHEN IT IS NO LONGER IN EFFECT FOR ONE OF THE FOLLOWING REASONS:**

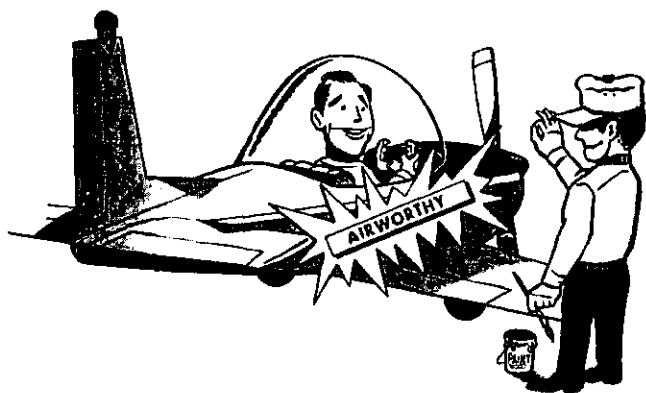
- |  |  |
|--|--|
| <p>a. <input type="checkbox"/> Registration is cancelled at the request of the owner.</p> <p>b. <input checked="" type="checkbox"/> The aircraft is totally destroyed or scrapped.</p> <p>c. <input type="checkbox"/> United States citizenship has been lost.</p> <p>d. <input type="checkbox"/> Thirty days have elapsed since the death of the registered owner (estate representative should sign).</p> <p>e. <input type="checkbox"/> The certificate is revoked because of noncompliance with FAR 47.44.</p> | <p>f. <input type="checkbox"/> The aircraft is to be registered under the laws of a foreign country:</p> <p>_____<br/>(NAME OF FOREIGN COUNTRY)</p> <p>g. <input type="checkbox"/> The ownership of the aircraft is transferred to:</p> <p>_____<br/>(NAME)</p> <p>_____<br/>(ADDRESS)</p> <p>_____<br/>(CITY STATE ZIP)</p> |
|--|--|

*Robert C. Bane*  
(SIGNATURE)

Owner  
(TITLE)

July 1, 1976  
(DATE)

This certificate must be returned to:  
FAA AIRCRAFT REGISTRY, P. O. BOX 25504, OKLAHOMA CITY, OKLAHOMA 73125



## AIRWORTHINESS CERTIFICATE

An Airworthiness Certificate is issued by a representative of the Federal Aviation Administration after the aircraft has been inspected, is found to meet the requirements of the Federal Aviation Regulations (FAR), 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 17) 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.

**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 classification (Experimental, Restricted, Limited, and Provisional, see page 18).

If you are interested in purchasing an aircraft classed as other than Standard, it is suggested that you contact the local FAA General Aviation or Flight Standards 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 as 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.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS <b>N12345</b>	2. MANUFACTURER AND MODEL <b>FLITMORE FT-3</b>	3. AIRCRAFT SERIAL NUMBER <b>6969</b>	4. CATEGORY <b>NORMAL</b>
<b>5. AUTHORITY AND BASIS FOR ISSUANCE</b> This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1936 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. <p style="text-align: center;"><b>NONE</b></p>			
<b>6. TERMS AND CONDITIONS</b> 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 <b>1/20/76</b>	FAA REPRESENTATIVE <b>R.E. BARO</b>	DESIGNATION NUMBER <b>AEA GADO-4-5-03</b>	
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 1350		GPO 487-O-270 581	

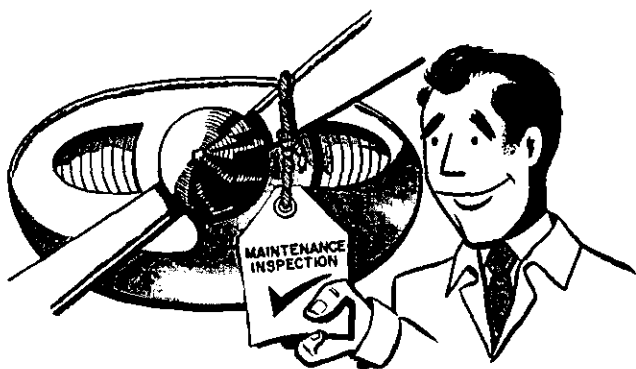
UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**SPECIAL AIRWORTHINESS CERTIFICATE**

A	CLASSIFICATION: <b>RESTRICTED</b>		
	PURPOSE: <b>PEST CONTROL</b>		
B	MANUFACTURER	NAME	
		ADDRESS	<b>N/A</b>
C	FLIGHT	FROM	<b>N/A</b>
		TO	<b>N/A</b>
D	N- <b>12343</b>		SERIAL NO. <b>6969</b>
	BUILDER	<b>PLYMORE</b>	MODEL <b>PT-3</b>
E	DATE OF ISSUANCE <b>JUNE 2, 1974</b>		EXPIRES PER FAR <b>21.181</b>
	OPERATING LIMITATIONS DATES		IS A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <b>R.E. BARO</b>		DESIGNATION OR OFFICE NO. <b>AEA GADO-4-5-03</b>

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 8130-7 (2-66) SUPERSEDES FAA FORMS 1382-B; 8100-B; 8150-B

**SEE REVERSE SIDE**



## 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 meets acceptable standards 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 of 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 between required inspections by having any defects corrected.

Federal Aviation Regulations require the inspection of all civil aircraft at specific intervals to determine 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 calendar 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.* Any reciprocating-powered light aircraft, 12,500 pounds and under, 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. (See page 23.)

*100-Hour Inspection.* Any reciprocating-powered light aircraft, 12,500 pounds and under, 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, 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.

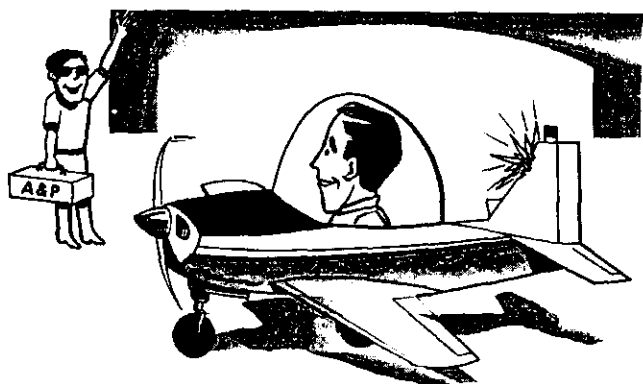
*Preflight Inspection.* Although not required by Federal Aviation Regulations, a careful pilot will always conduct a thorough preflight inspection before every flight to satisfy himself that the aircraft is safe for flight.

### **Preventive Maintenance**

Simple or minor preservation operations and the replacement of small standard parts, not involving complex assembly operations, are considered preventive maintenance. Certificated pilots may perform preventive maintenance on any aircraft owned or operated by them that are not used in air carrier service. 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 the previous paragraph, 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.

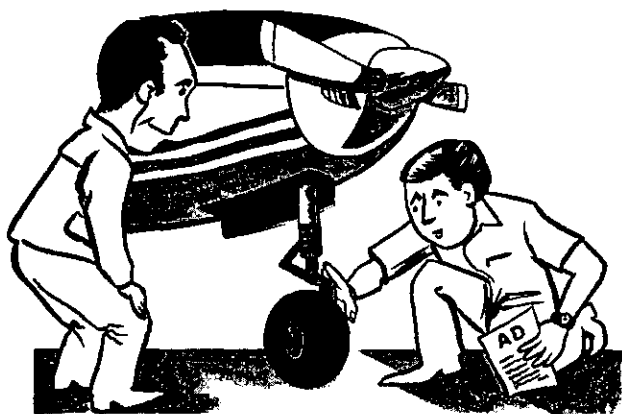


## **SPECIAL FLIGHT PERMITS**

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 conditions 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's 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 of time in service.

Federal Aviation Regulations require a record to be maintained that 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 aircraft and engine records.

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 takeoff 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 Superin-

tendent of Documents by the FAA from Oklahoma City. Requests for subscription prices to either of these publications should be sent to the:

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



## 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. Copies 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 im-

provements 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 might possibly result in accidents/incidents. This should make flying safer, more fun, and certainly less expensive.

## **INSPECTION AIDS**

An FAA publication, The General Aviation Inspection Aids, AC 20-7, 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.

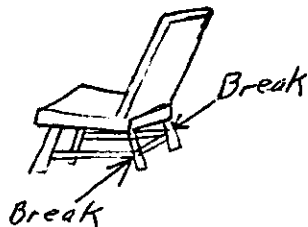
The articles contained in the Aids are derived from the Service Difficulty or Malfunction and Defect Reports submitted by aircraft owners, pilots, mechanics, repair stations, and air taxi operators. The FAA reviews the reports and selects pertinent items for publication in the Aids.

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.

A subscription to the Aids may be ordered from the U.S. Government Printing Office. See page 35 for purchasing "for sale" advisory circulars.

1. REGISTRATION NO.		DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MALFUNCTION OR DEFECT REPORT			Form Approved Budget Bureau		8. DATE SUB.		FOR FAA USE ONLY CONTROL NO.			
N-12345					No. 88-30003		2-10-74					
2. AIRCRAFT		A. MAKE	B. MODEL	C. SERIAL NO.	7A. COMMENTS (Describe the malfunction or defect and the circumstances under which it occurred. State probable cause and recommendations to prevent recurrence.)  Both fore and aft braces broken at aft weld.  Poor weld.							
		Fltmore	FT-3	6969								
3. POWERPLANT												
4. PROPELLER												
5. APPLIANCE/COMPONENT (assy. that includes part)					CONTINUE ON REVERSE							
A. NAME		B. MAKE	C. MODEL	D. SERIAL NO.								
6. SPECIFIC PART (of component) CAUSING TROUBLE												
A. NAME		B. NUMBER		C. PART/DEFECT LOCATION								
Pilot Seat		123456		Fore and aft brace	SUBMITTED BY Robert E. Baro							
FAA USE	E. PART TT	F. PART TSO		G. PART CONDITION	B.	C.	D.	E.	F.	G.	H.	I.
D. ATA CODE	369	None		Broken at AFT weld	REP. STA.	OPER.	MECH. X	AIR TAXI	MEQ.	FAA	OTHER	

USE THIS SPACE FOR ADDITIONAL COMMENTS IF NEEDED



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D.C. 20591

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General Aviation District office  
Airport Terminal Bldg  
Anytown  
Any state 00000



## 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 triannually 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 power-plant 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 nonregula-

tory 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 U.S. Department of Transportation, Distribution Requirements Section, TAD 482.3, Washington, D.C. 20590. 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 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 \$0.05 for each page. A \$2.00 fee is charged for searching records and furnishing duplicate original documents. Duplicate airman certificates, medical certificates, or certificates of aircraft registration are \$3.00. Fees, which are subject to change, 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 Certifica-

tion 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.

### GENERAL AVIATION DISTRICT OFFICES (GADO)

- ALABAMA** — Birmingham 35206: Muni. Arpt. 6500 43rd Ave., North; Tel. 205-502-6371
- ALASKA** — Anchorage 99501: 1515 E. 13th Ave.; Tel. 907-272-1234 & 270-5213
- ARKANSAS** — Little Rock 72202: Room 201, FAA & Weather Service Bldg., Adams Fld.; Tel. 501-372-3437/8
- CALIFORNIA** — Fresno 93727: Fresno Air Terminal, 2401 North Ashley; Tel. 200-487-5306
- Los Angeles: Suite 3, Muni. Arpt., 3200 Airport Ave., Santa Monica, Calif. 90406; Tel. 213-391-6701
- Ontario 91761: Ontario Intl. 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, Colo. 80020; Tel. 303-466-7326
- FLORIDA** — Jacksonville 32211: FAA Bldg., Craig Arpt., P.O. Box 8665 Tel. 904-641-7811
- Miami: Bldg. 121, Opa Locka Arpt., P.O. Box 305, Opa Locka, Fla. 33054; Tel. 305-681-7431
- GEORGIA** — Atlanta 30336: FAA Bldg., Rm. 200; Fulton Co. Arpt.; 3990 Gordon Rd., S.W.; Tel. 404-691-2323
- IDAHO** — Boise 83705: 3118 Arpt. Way; Tel. 208-342-2711 X 236
- ILLINOIS** — Chicago: DuPage Co. Arpt., P.O. Box H; West Chicago, 60185; Tel. 312 584-4490/1/2
- Springfield 67205: Capital Airport, New Terminal; Tel. 217-525-4238
- INDIANA** — Indianapolis 46241: FAA Bldg. #1, Municipal Airport, P.O. Box 41525; Tel. 317-247-2401
- South Bend 46623: 1843 Commerce Drive; Tel. 219-232-5843
- IOWA** — Des Moines 50321: 3021 Army Post Rd.; Tel. 515-284-4094
- KANSAS** — Kansas City 66115: Room 100, Admin. Bldg., Fairfax Arpt.; Tel. 913-281-3491/2
- Wichita 67209: Flight Standards Bldg., Municipal Airport; Tel. 316 943-3244
- KENTUCKY** — Louisville 40205: 2nd Fl., Central Am. Hangar Bowman Fld.; Tel. 502-582-6116/7/8
- LOUISIANA** — Lafayette 70501: Lafayette Arpt.; Tel. 318-234-2321
- New Orleans 70126: Rm. 227, New Orleans Lakefront Arpt.; Tel. 504-241-2506
- Shreveport 71107: Rm. 202, Terminal Bldg., Downtown Arpt.; Tel. 318-222-8370/79
- MAINE** — Portland 04102: General Aviation Terminal, Portland Intl. Jetport; Tel. 207-774-4484
- MARYLAND** — Baltimore 21240: Baltimore-Washington Int'l Arpt.; Tel. 301-761-2610
- MASSACHUSETTS** — Norwood 02062: Muni. Arpt.; Tel. 617-762-2438/2375
- Westfield 01085: 1st Floor Terminal Bldg., Barnes Muni. Arpt.; P.O. Box 544; Tel. 413-568-3121

**MICHIGAN**—Grand Rapids 40508: Kent Co. Arpt., 5500 44th St., SE.; Tel. 616-456-2427

**MINNESOTA** — Minneapolis 55450: Wold-Chamberlain Arpt., Room 201, 6201 34th Avenue South; Tel. 612-725-3341

**MISSISSIPPI**—Jackson 39208: FAA Bldg., Municipal Arpt., Allen C. Thompson Fld., P.O. Box 6273, Pearl Branch; Tel. 601-930-5231

**MONTANA**—Billings 59101: Rm. 216 Admin. Bldg., Billings-Logan Int'l Arpt.; Tel. 406-245-6170/9

Helena 59601: Rm. 3, FAA Bldg., Helena Arpt.; Tel. 406-442-4230

**NEBRASKA** — Lincoln 68524: Gen. Aviation Bldg., Lincoln Muni. Arpt.; Tel. 402-471-6485

**NEVADA**—Las Vegas 89119: 5700 C South Haven; Tel. 702-736-0066

Reno 89502: 2601 East Plumb Lane; Tel. 702-784-6321

**NEW JERSEY**—Teterboro 07608: 150 Riser Road; Tel. 201-238-1745/1874

**NEW MEXICO**—Albuquerque 87119: International Arrivals Bldg., P.O. Box 9045; Tel. 505-247-0156/7

**NEW YORK**—Albany 12211: Albany Co. Arpt.; Tel. 518-869-8482

Farmingdale 11735: Bldg. 53, Republic Airport; Tel. 516-691-3100

**NORTH CAROLINA** — Charlotte 28208: FAA Bldg., Muni. Arpt.; Tel. 704-392-3214/5

Raleigh 27611: Rm. 324, Terminal Bldg., Raleigh-Durham Arpt., P.O. Box 26807; Tel. 919-755-4240

**NORTH DAKOTA**—Fargo 58102: Rm. 216, Admin. Bldg., Hector Fld., P.O. Box 5496; Tel. 701-232-6949

**OHIO** — Cincinnati 45226: Lunken Arpt. Executive Bldg.; 4242 Airport Rd.; Tel. 513-634-2183

Columbus 43219: 424 Lane Aviation Bldg., Port Columbus Arpt., Tel. 614-469-7476/7

**OKLAHOMA**—Oklahoma City: FAA Bldg., Wiley Post Arpt., Bethany, Okla. 73006; Tel. 405-769-5220/1/2

Tulsa 74115: General Aviation Terminal, Rm. 110, Tulsa Intl. Arpt.; Tel. 918-835-7819

**OREGON** — Eugene 97402: Mahlon Sweet Arpt., Rt. 1, Box 717; Tel. 503-688-9721

Hillsboro 97123: 3355 N. E. Cornell Road; Portland-Hillsboro Arpt.; Tel. 503-221-2104

**PENNSYLVANIA**—Allentown 18103: Allentown-Bethlehem-Bastion Arpt.; Tel. 215-264-2888

Harrisburg: Rm. 201, Admin. Bldg., Capital City Airport, New Cumberland, Pa. 17070; Tel. 717-782-4523

Philadelphia 19114: North Philadelphia Arpt.; Tel. 215-673-0250/1/2

Pittsburgh: Room 213, Allegheny Co. Arpt., West Mifflin, Pa. 15122; Tel. 412-401-6507

**SOUTH CAROLINA** — Columbia: Metropolitan Arpt., Box 200, West Columbia, S.C. 29169; Tel. 803-794-9042

**SOUTH DAKOTA**—Rapid City 57701: Regional Arpt., R.R. 2, Box 633B; Tel. 605-343-2403

**TENNESSEE**—Memphis 38130: 2488 Winchester, P.O. Box 80050; Tel. 901-398-2353

**TEXAS**—Corpus Christi 78410: Bledsoe Hangar No. 3, Intl. Arpt.; Tel. 512-634-6331/2

Dallas 75232: Redbird Arpt.; Tel. 214-339-7164

El Paso 79925: Rm. 202, FAA Aviation Bldg., 6795 Convair Rd.; Tel. 915-778-6389

Fort Worth 76106: Rm. 201, Admin. Bldg., Meacham Fld.; Tel. 817-624-1184/5

Houston 77017: 8800 Paul Koonce Dr., Tel. 713-643-6504

Lubbock 79401: P.O. Box 194Z Executive Air Terminal, Rt. #3; Tel. 806-782-0335

Midland 79701: Midland Regional Air Terminal; Tel. 915-563-0802

San Antonio 78216: 1115 Paul Wilkins Rd., Room 201; Tel. 512-824-9335/6/7

**UTAH**—Salt Lake City 84116: 110 North 2400 West, Room 103; Tel. 801-524-4247

**VIRGINIA**—Richmond: Byrd Bld., Sandston, Va. 23150; Tel. 804-222-7494

**WASHINGTON**—Spokane 99206: 5629 E. Rutter Avenue; Tel. 509-456-4618

**WEST VIRGINIA**—Charleston 25311: Kanawha Co. Arpt.; Tel. 804-343-4689

**WISCONSIN**—Milwaukee 53207: General Mitchell Bld.; Tel. 414-747-5531

**WYOMING**—Casper 82601: 1187 Fuller St., Casper Air Terminal; Tel. 307-234-8959

## **FLIGHT STANDARDS DISTRICT OFFICES (FSDO)**

### **(Combined Air Carrier and General Aviation District Offices)**

**ALASKA** — Fairbanks 99701: 3788 University Ave.; Tel. 907-452-1276  
Juneau 99801: Terminal Bldg., Juneau Municipal Arpt.; Tel. 907-586-3700/3755

**ARIZONA**—Phoenix: 16041 N. Arpt. Dr.; Scottsdale, Ariz. 85260; Tel. 602-281-4763

**CALIFORNIA**—Long Beach 90806: Long Beach Arpt., 2316 E. Spring St.; Tel. 213-426-7184

Oakland 94614: Oakland Int'l Arpt. P.O. Box 2397 Airport Station; Tel. 415-569-8879

San Diego 92123: 3750 John J. Montgomery Drive; Tel. 714-293-6280

Van Nuys 91406: 7120 Havenhurst Ave.; Tel. 213-785-8624

**DISTRICT OF COLUMBIA**—Washington 20001: West Bldg., Room 152, Washington National Arpt.; Tel. 202-628-1555

**HAWAII**—Honolulu 96819: P.O. Box 9728, Air Service Corporation Bldg., 218 Lagoon Drive; Tel. 808-847-0615

**MICHIGAN**—Detroit: Willow Run Arpt., Ypsilanti, Mich. 48197; Tel. 313-485-2560

**MISSOURI**—St. Louis: 9275 Genaire Drive, Berkeley, Mo. 63134; Tel. 314-425-7100

**NEW YORK**—Rochester 14624: Rochester-Monroe County Arpt.; Tel. 716-235-3438

**PUERTO RICO**—San Juan: Loiza Expressway; RFD No. 1 P.O. Box 29A, Loiza Station, Santurce 00914; Tel. 809-791-0374/5

**TENNESSEE**—Nashville 37217: 322 Knapp Blvd., Nashville Metro Arpt.; Tel. 615-749-5661

**WASHINGTON**—Seattle 98108: King County Int'l Arpt., FAA Bldg.; Tel. 206-767-2747/2570