



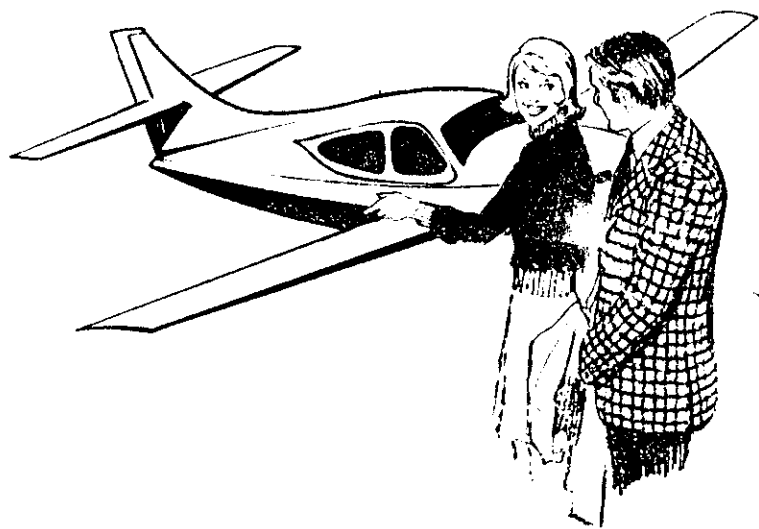
AC 20-5E
Revised
1981

U.S. Department
of Transportation

**Federal Aviation
Administration**

Plane Sense

GENERAL AVIATION INFORMATION



PLANE SENSE

General Aviation Information

Revised

1981

U.S. Department Of Transportation

FEDERAL AVIATION ADMINISTRATION

OFFICE OF AIRWORTHINESS

PREFACE

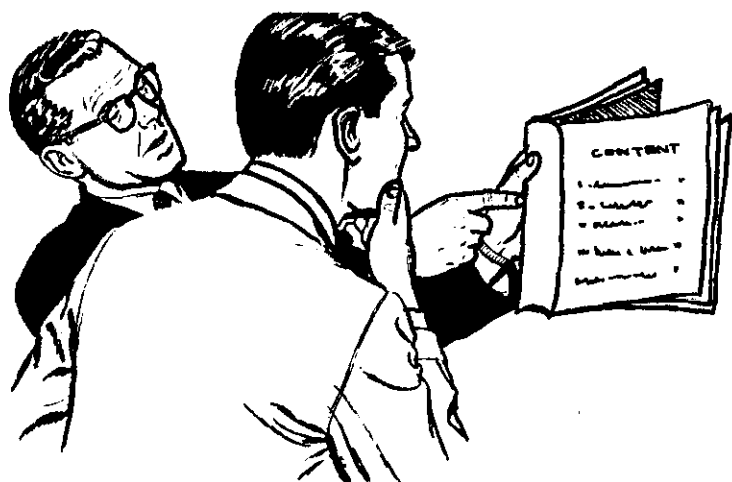
Plane sense was prepared by the U.S. Department of Transportation, Federal Aviation Administration, Office of Airworthiness, to acquaint the prospective owner with some fundamental information on the requirements of owning and operating a private airplane.

Anyone who is seriously thinking of becoming an aircraft owner should become familiar 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 publication should be directed to:

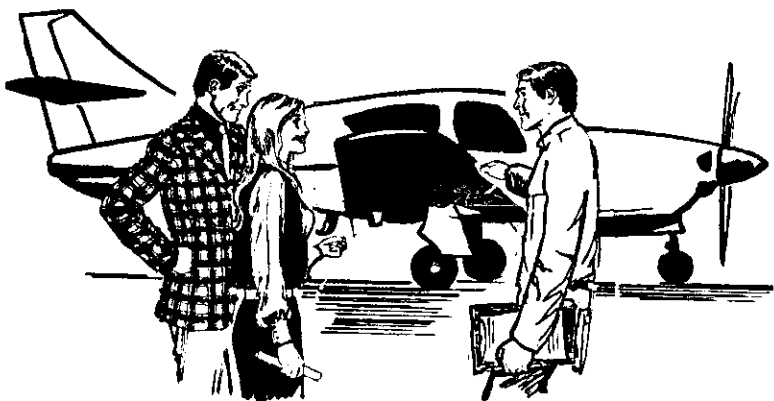
U.S. Department of Transportation
Federal Aviation Administration
Flight Standards National Field Office
Attention: Examinations Standards Branch
AFO - 590
Post Office Box 25082
Oklahoma City, Oklahoma 73125

This advisory circular supersedes AC 20 - 5D, dated 1976.



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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. Aircraft records maintained by the FAA are on file at the Mike Monroney Aeronautical Center, Aviation Records Bldg., Aircraft Registration Br., AAC-250, 6500 S. MacArthur Blvd., Oklahoma City, OK 73125. There may be other records filed at state/local level which are not recorded with the FAA.

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

- A. 1—Bill of Sale.
2—Either FAA Form 8100-2, Standard Airworthiness Certificate, or FAA Form 8130-7, Special Airworthiness Certificate.
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.

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

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

5. AUTHORITY AND BASIS FOR ISSUANCE

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.

Exemptions:

NONE

6. TERMS AND CONDITIONS

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

DATE OF ISSUANCE 1/20/80	FAA REPRESENTATIVE Phillipe Cordoba	DESIGNATION NUMBER AEA GADO-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 6100-2 (12-87) FORMERLY FAA FORM 1362

GPO 1987-O-278-831

- 4—Equipment list, weight and balance data.
- 5—Airplane Flight Manual or operating limitations.

Q. What manuals should I receive with the aircraft?

- A. The manufacturer produces owner's manuals, maintenance manuals, service letters and bulletins, and other technical data pertaining to their aircraft. These may be available from the previous owner, but are not part of the aircraft and are not required to be transferred to a new owner as are the aforementioned five items. If the service manuals are not available from the previous owner, they usually may be obtained from the aircraft manufacturer.

Q. What is the meaning of "airworthy"?

- A. Two conditions must be met for an aircraft to be considered "airworthy". These conditions are:

- 1—The aircraft conforms to its type design (type certificate). Conformity to type design is considered attained when the required and proper components are installed and they are consistent with the drawings, specifications, and other data that are a part of the type certificate. Conformity would include applicable supplemental type certificates and field approved alterations.
- 2—The aircraft is in a condition for safe operation. This refers to the condition of the aircraft with relation to wear and deterioration.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CLASSIFICATION:		
	PURPOSE:		
B	MANU-FACTURER	NAME	
		ADDRESS	
C	FLIGHT	FROM	
		TO	
D	N—	SERIAL NO.	
	BUILDER	MODEL	
E	DATE OF ISSUANCE		EXPIRY
	OPERATING LIMITATIONS		APPROX. PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE		DESIGNATION OR OFFICE NO.

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 1362-B; 8100-3; 8130-8 **SEE REVERSE SIDE**

Q. Does a current 100 – hour annual inspection mean that the aircraft is in “first class” condition?

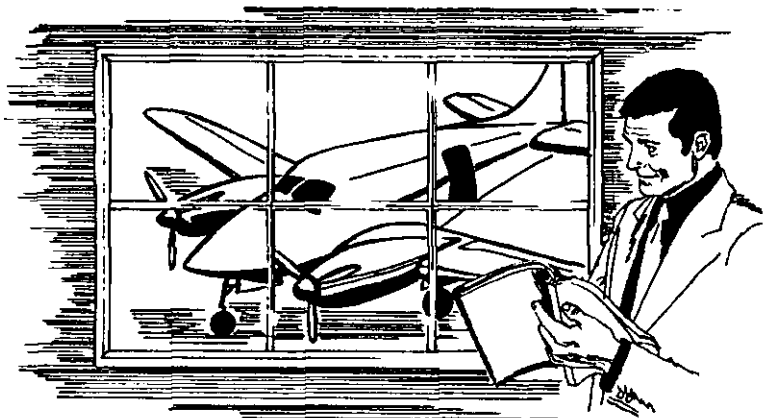
A. No. It indicates only that the aircraft was found to be in a condition for safe operation at the time of inspection.

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 surplus military aircraft?

A. Certain surplus military 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 including compliance with all applicable Airworthiness Directives.
- 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 Registration Branch 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 to assure that it is in safe operating condition. Your aircraft will have to be inspected in accordance with an annual inspection or with one of the inspection programs outlined in Federal Aviation Regulations Part 91, Section 91.169, 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

How to Report A Stolen Aircraft

- 1—Immediately notify the law enforcement agency having jurisdiction at the site of the theft, giving all available information. Request that such information be entered into the computer system of the National Crime Information Center of the FBI, and have the law officer taking the report notify the nearest FAA Flight Service Station. The Flight Service Station, in turn, will issue a nationwide stolen aircraft alert. NOTE: Flight Service Stations are prohibited from issuing stolen aircraft alerts based solely on notification of theft by the owner—the report must be made by the law enforcement officer handling the case.
- 2—Notify the International Aviation Theft Bureau—telephone:(301) 654-0500; TELEX 89-8468; TWX 710-824-0095—giving all available information to activate the U.S. Customs Service and Mexican law enforcement alerting network.
- 3—Notify your insurance company or agent, as appropriate.

Additionally, owners/operators are encouraged to keep separate records of engine and equipment serial numbers, and report these serial numbers at the same time the stolen aircraft is reported.



AIRCRAFT REGISTRATION

Eligible Registrants

An aircraft is eligible for registration in the United States only if it is owned by:

- 1—a United States citizen (individual, partnership, or corporation);
- 2—a resident alien;
- 3—a corporation (other than one which is a United States citizen), lawfully organized and doing business under the laws of the United States or of any state thereof, if the aircraft is based and used primarily in the United States; or
- 4—a government entity (federal, state, or local).

The aircraft may not be registered in a foreign country during the period it is registered in the United States.

If you purchase an aircraft you must apply for a Certificate of Aircraft Registration from the FAA Aircraft Registration Branch before it can legally be flown.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

AIRCRAFT BILL OF SALE

FOR AND IN CONSIDERATION OF \$ THE
UNDERSIGNED OWNER(S) OF THE FULL LEGAL
AND BENEFICIAL TITLE OF THE AIRCRAFT DES-
CRIBED AS FOLLOWS:

UNITED STATES
REGISTRATION NUMBER **N 123BJ**

AIRCRAFT MANUFACTURER & MODEL
BIG DEAL BA-0H

AIRCRAFT SERIAL No.
00021

DOES THIS **25th** DAY OF **July** 19 **80**
HEREBY SELL, GRANT, TRANSFER AND
DELIVER ALL RIGHTS, TITLE, AND INTERESTS
IN AND TO SUCH AIRCRAFT UNTO:

Do Not Write In This Block
FOR FAA USE ONLY

PURCHASER

NAME AND ADDRESS
(IF INDIVIDUAL(S), GIVE LAST NAME, FIRST NAME, AND MIDDLE INITIAL.)

WILLIAMS, MARION W.
1000 Whitehouse Road
Oklahoma City, Oklahoma 73100

DEALER CERTIFICATE NUMBER **D112762**

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 **25** DAY OF **Jul** 19 **80**

SELLER	NAME (S) OF SELLER (TYPED OR PRINTED)	SIGNATURE (S) (IN INK) (IF EXECUTED FOR CO-OWNERSHIP, ALL MUST SIGN.)	TITLE (TYPED OR PRINTED)
	JOHNSON SAFETY CORPORATION	<i>Beverly J. Johnson</i>	BEVERLY J. JOHNSON President

ACKNOWLEDGMENT (NOT REQUIRED FOR PURPOSES OF FAA RECORDING; HOWEVER, MAY BE REQUIRED
BY LOCAL LAW FOR VALIDITY OF THE INSTRUMENT.)

ORIGINAL: TO FAA

AD FORM 5000-2 (5-79) (5000-020-0005)

Aircraft Previously Registered in the United States

You should immediately submit evidence of ownership, an Aircraft Registration Application, and a \$5 registration fee to the Federal Aviation Administration, Aircraft Registration Branch, AAC-250, Post Office Box 25504, Oklahoma City, Oklahoma 73125. Fees required for aircraft registration may be paid by check or money order made payable to the Federal Aviation Administration.

A bill of sale form that meets the FAA's requirements for evidence of ownership is AC Form 8050-2, Bill of Sale, which may be obtained from the nearest FAA district office. The Form includes an information and instruction sheet. If a conditional sales contract is the proof of ownership, an additional \$5 fee is required for recording.

The Aircraft Registration Application includes an information and instruction sheet. Submit the white and green copies to the FAA, Aircraft Registration Branch; keep the pink copy in your aircraft as evidence of application for registration until you receive your Certificate of Aircraft Registration.

If there is a break in the chain of ownership of the aircraft, i.e., if it is not being purchased from the last registered owner, you are required to submit conveyances to complete the chain of ownership, through all intervening owners, including yourself, to the FAA, Aircraft Registration Branch.

The Aircraft Registration Application may also be used to report a change of address by the aircraft owner. FAA will issue a revised certificate at no charge.


UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION-MIKE MONROEY AERONAUTICAL CENTER AIRCRAFT REGISTRATION APPLICATION			CERT. ISSUE DATE
UNITED STATES REGISTRATION NUMBER N			FOR FAA USE ONLY
AIRCRAFT MANUFACTURER & MODEL BIG DEAL BA-0H 123BJ			
AIRCRAFT SERIAL No. 00021			
TYPE OF REGISTRATION (Check one box)			
<input checked="" type="checkbox"/> 1. Individual <input type="checkbox"/> 2. Partnership <input type="checkbox"/> 3. Corporation <input type="checkbox"/> 4. Co-Owner <input type="checkbox"/> 5. Gov't.			
NAME OF APPLICANT (Person(s) shown on evidence of ownership. If individual, give last name, first name, and middle initial.) <div style="text-align: center; font-size: 1.2em;">Williams, Maro B</div>			
ADDRESS (Permanent mailing address for first applicant listed.) Number and street: <div style="text-align: center; font-size: 1.2em;">1000 Whitehouse Rd.</div>			
Rural Route:		P.O. Box:	
CITY <div style="text-align: center; font-size: 1.2em;">Oklahoma City</div>	STATE <div style="text-align: center; font-size: 1.2em;">OK</div>	ZIP CODE <div style="text-align: center; font-size: 1.2em;">73100</div>	
<input type="checkbox"/> CHECK HERE IF YOU ARE ONLY REPORTING A CHANGE OF ADDRESS 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:			
(1) That the above aircraft is owned by the undersigned applicant, who is: Check one as appropriate: <div style="margin-left: 20px;"> a. <input type="checkbox"/> A citizen of the United States; b. <input type="checkbox"/> A resident alien, with alien registration (Form 1-151 or Form 1-551) No. _____ c. <input type="checkbox"/> A foreign-owned corporation organized and doing business under the laws of (state or possession) _____, and said aircraft is based and primarily used in the United States. Records of flight hours are available for inspection at _____ </div>			
(2) That the aircraft is not registered under the laws of any foreign country; and (3) That legal evidence of ownership is attached or has been filed with the Federal Aviation Administration.			
NOTE: If executed for co-ownership all applicants must sign. Use reverse side if necessary.			
EACH PART OF THIS APPLICATION MUST BE SIGNED IN INK.	SIGNATURE 	TITLE <div style="text-align: center; font-size: 1.2em;">Owner</div>	DATE <div style="text-align: center; font-size: 1.2em;">7/25/80</div>
	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.			



**OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300**

20

***** (NO DUPLICATION) *****

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION — FEDERAL AVIATION CERTIFICATE OF AIRCRAFT REGISTRATION	AIRCRAFT REGISTRATION MARKING N 123BJ	AIRCRAFT SPECIFIC 00021	THE AIRCRAFT MUST BE IN THE COUNTRY WHEN ISSUED
MANUFACTURER AND MANUFACTURE'S DESIGNATION OF AIRCRAFT BIG DEAL BA-0H			THE AIRCRAFT IS ISSUED FOR REGISTRATION ONLY. IT IS NOT VALID FOR OPERATION WITHOUT THE CERTIFICATE OF TITLE. THE FEDERAL AVIATION ADMINISTRATION RESERVES THE RIGHT OF CANCELLATION OF THIS CERTIFICATE IN ANY CASE
MARION W. WILLIAMS 1000 WHITE HOUSE ROAD OKLAHOMA CITY, OKLAHOMA 73100			THIS CERTIFICATE IS ISSUED FOR THE AIRCRAFT DESCRIBED HEREIN AND THE AIRCRAFT MUST BE IN THE COUNTRY WHEN ISSUED
DATE OF ISSUE 7/25/80			1101V  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 Commission on International Civil Aviation Act of December 7, 1944, and with the Federal Aviation Act of 1958, and that the aircraft is eligible for registration in the United States.
Signature: <i>Joseph P. Smith</i> Director			

Section 101(b) of the Federal Aviation Act of 1958 (49 U.S.C. 1401) provides: "Registration shall not be evidence of ownership of aircraft if any person claiming such ownership by a future interest is, or may be, in default." Instruments affecting interests in aircraft are submitted by the FAA Registry for recording. These instruments are indexed and filed in the Registry by county, state, and aircraft type. The Registry also maintains public records open for inspection in Room 129 of the A. William Ramsey Building, Aeronautical Center, Oklahoma City, Oklahoma. Personal searches can be conducted in this room. A personal search of the records maintained in the Registry will reveal the names of persons who have registered aircraft. The Registry will also reveal the names of persons who have been removed and returned by the REGISTERED OWNER WHEN IT IS NO LONGER IN EFFECT FOR ONE OF THE FOLLOWING REASONS:

- ☐ a. ☐ Reproduction is essential at the request of the owner. (Also check under complete Black, b, c, d, e, f, g.)
- ☐ b. ☐ The aircraft is totally destroyed or scrapped.
- ☐ c. ☐ United States citizenship has been lost.
- ☐ d. ☐ Thirty days have elapsed since the death of the registered owner (auto representative should sign).
- ☐ e. ☐ The certificate is revoked because of noncompliance with FAR 47.44.

ALPHA(1,99)	(TITLE)	(DATE)
This certificate must be returned to		
FAA AIRCRAFT REGISTRY, P O BOX 25304, OKLAHOMA CITY, OKLAHOMA 73125		

RETAIN THIS INFORMATION
FOR FUTURE REFERENCE

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 8030-1 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:

Full Annual Report

P. O. Box 55024

Oklahoma City, Oklahoma 73125

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

If the certificate is lost, destroyed, or mutilated, a replacement may be obtained at the written or telegraphic request of the holder. Send the request and \$2 (check or money order payable to Federal Aviation Administration) to:

Federal Aviation Administration
Aircraft Registration Branch, AAC – 250
Post Office Box 25504
Oklahoma City, Oklahoma 73125

The request should describe the aircraft by make, model, serial number, and registration number. If operation of the aircraft is necessary before receipt of the duplicate certificate, the FAA Aircraft Registration Branch will, if requested, send telegraphic authority (collect) upon receipt of the \$2 duplicate certificate fee. Include in your request your full address and a telephone or telex number to which the telegram may be charged.

Aircraft Previously Registered in a Foreign Country

If you are contemplating purchase of an aircraft registered in a foreign country contact the local FAA district office for assistance.

Certificate of Aircraft Registration

A Certificate of Aircraft Registration should be in the aircraft before an Airworthiness Certificate can be issued. The Certificate of Aircraft Registration will expire as described in FAR 47.41 when:

- 1—the aircraft becomes registered under laws of a foreign country;
- 2—the registration of the aircraft is cancelled at the written request of the holder of the certificate;
- 3—the aircraft is totally destroyed or scrapped;
- 4—the holder of the certificate loses his United States citizenship or status as an alien;
- 5—the ownership of the aircraft is transferred; or
- 6—30 days have elapsed since the death of the holder of the certificate.

When an aircraft is destroyed, scrapped, or sold the owner shall notify the Federal Aviation Administration by filling in the back of the Certificate of Aircraft Registration and mailing it to:

Federal Aviation Administration
Aircraft Registration Branch, AAC - 250
Post Office Box 25504
Oklahoma City, Oklahoma 73125

The United States registration and nationality marking should be removed from an aircraft before it is delivered to a purchaser who is not eligible to register it in the United States. The endorsed Certificate of Aircraft Registration should be forwarded to the FAA, Aircraft Registration Branch.

A Dealer's Aircraft Registration Certificate is another form of registration. It is valid only for required flights by the manufacturer or a dealer. It should 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.

Special Registration Number (N – Number)

A United States identification number of your choice may be reserved, if available. This number may not exceed five characters in addition to the prefix letter "N", and may be one to five numbers (N11111), one to four numbers and one suffix letter (N1000A), or one to three numbers and two suffix letters (N100AA).

In your written request, list up to five numbers in order of preference in the event the first choice is not available; also include a \$10 fee. If your request is approved, you will be notified that the number has been reserved for 1 year. You will also be informed that this reservation may be extended on a yearly basis for a \$10 renewal fee.

When you are ready to place the number on your aircraft you should request permission by forwarding a complete description of the aircraft to the FAA, Aircraft Registration Branch, AAC-250. Permission to place the special number on your aircraft will be given on AC Form 8050-64, Assignment of Special Registration Number. When the number is placed on your aircraft, sign and return the original to the FAA, Aircraft Registration Branch within 5 days.

ASSIGNMENT OF SPECIAL REGISTRATION NUMBERS

BIG DEAL, BA-OH

00021

IN 7316

Present Registration Number

N 1238J

1000 WHITEHOUSE ROAD
OKLAHOMA CITY, OKLAHOMA 73100

Issue Date July 31, 1980

This is your authority to change the United States registration number on the above described aircraft to the special registration number shown.

Carry duplicate of this form in the aircraft together with the old registration certificate as interim authority to operate the aircraft pending receipt of revised certificate of registration. Obtain a revised certificate of airworthiness from your nearest Flight Standards field office.

The latest FAA Form 8130-6 on file is dated

The airworthiness classification and category

FOLD

SIGN AND RETURN THE ORIGINAL of this form to the FAA Aircraft Registry, within 5 days after placing the special registration number on the aircraft. A revised certificate will then be issued. Unless this authority is used and this office so notified, the authority for use of the special number will expire on

CERTIFICATION: I certify that the special registration number was placed on the aircraft described above.

Signature of Owner: Marion V. Williams

Title of Owner.

Date Placed on Aircraft: August 1, 1980

RETURN FORM TO:

FAA Aircraft Registry
P. O. Box 25504
Oklahoma City, Oklahoma 73125

BELOW THIS POINT FOR FAA USE ONLY

[illegible]

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AERONAUTICAL CENTER
P. O. BOX 25504
OKLAHOMA CITY, OKLAHOMA 73122



DATE: September 30, 1980
IN REPLY REFER TO: AAC-250

SUBJECT: Identification number assignment and registration of
amateur-built aircraft; your ltr of 9/25/80

FROM: FAA Aircraft Registry

TO: Beverly J. Johnson
President, Johnson Safety Corporation
Post Office Box 61479
Oklahoma City, Oklahoma 73100

Dear Mrs Johnson:

☒ U.S. identification number N 2345X has been ASSIGNED.

☐ A U.S. identification number of our choice may be assigned, free of charge, to your amateur-built aircraft when you submit a complete description of the aircraft. The form on the back of this letter may be used, as it meets our requirements for both description and registration purposes. Authority to use a number assigned free of charge expires 90 days after the date it is issued unless the aircraft is registered within that period.

☐ U.S. identification number N _____ has been RESERVED.

☐ A U.S. identification number of your choice may be reserved, if available, for one year by sending a written request and a \$10 fee for each number to be reserved. Please list five numbers, in order of preference, in case your first choice is not available. If the number is not assigned to an aircraft prior to the end of the year, the reservation will expire, but may be renewed from year to year upon request and payment of a \$10 renewal fee.

NOTICE: This number may not be assigned or painted on an aircraft until approval is received from this office.

Your written request to assign the reserved number to a particular aircraft must include a complete description of the aircraft. The form on the back of this letter may be used.

☐ The items checked below are required to complete registration of your amateur-built aircraft:

☐ Completed and signed Aircraft Registration Application; for is enclosed.

☐ Registration of ownership, signed before a notary public, and showing a description of the aircraft. The form on the back of this letter meets our requirements and may be used if you wish. If the aircraft is built from a kit, a bill of sale from the kit manufacturer is also needed.

See items checked on the reverse side. These must be included on the enclosed affidavit.

☐

Records Examiner

AC Form 8050-88 (9-75) (0052-00-559-0002) Supersedes previous edition

AFFIDAVIT OF OWNERSHIP FOR AMATEUR-BUILT AIRCRAFT

U.S. Identification Number N2345X

Builder's Name Charles E. Griffin

Model CFG-1 Serial Number 00001

Class (airplane, rotorcraft, glider, etc.) airplane

Type of Engine Installed (reciprocating, turbopropeller, etc.)
turbopropeller

Number of Engines Installed 1

Manufacturer, Model, and Serial Number of each Engine Installed
Twister, PHP, 5064

Built for Land or Water Operation land

Number of Seats 1

The above-described aircraft was built from parts by the undersigned and I am the owner.

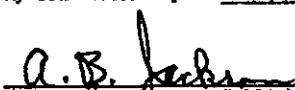

(Signature of Owner-Builder)

State of Oklahoma

County of Oklahoma

Subscribed and sworn to before me this 23 day of September, 19 80.

My commission expires 12/16/82.


(Signature of Notary Public)

The duplicate of AC Form 8050 – 64, together with your Airworthiness Certificate, should then be presented to an FAA Inspector, who will issue a revised Airworthiness Certificate showing the new N – Number. The old registration certificate and the duplicate AC Form 8050 – 64 should be carried in the aircraft until the new registration certificate is received.

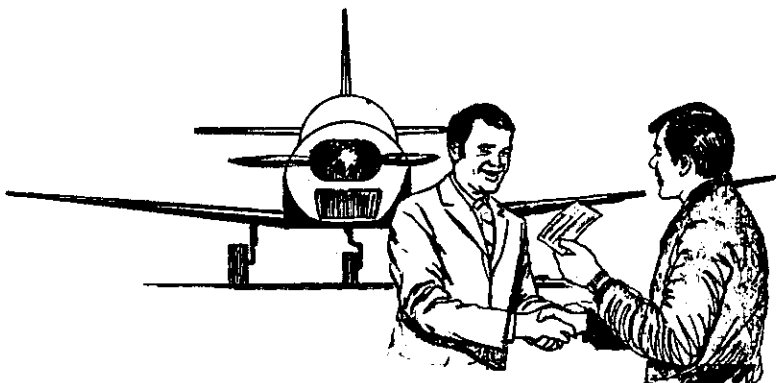
Registration of Amateur – Built Aircraft

AC Form 8050 – 88, Identification Number Assignment and Registration of Amateur – Built Aircraft, is used by the FAA Aircraft Registration Branch to notify you of action taken on your application for registration of amateur – built aircraft. The reverse side of AC Form 8050 – 88 is an Affidavit of Ownership for an amateur – built aircraft. It must be completed when applying for registration of an amateur – built aircraft.

If the aircraft is built from a manufacturer's kit, a bill of sale from the manufacturer must accompany the application for registration.

Additional Information

Federal Aviation Regulation Part 47 specifies the requirement for registering aircraft. For information concerning Part 47 or any circumstances not discussed herein, contact the Federal Aviation Administration, Aircraft Registration Branch, AAC – 250, Post Office Box 25504, Oklahoma City, Oklahoma 73125. Telephone area code 405 686 – 2131.



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, 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 FAA Form 8100 - 2, Standard Airworthiness Certificate, 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 manufacturer's 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 given. 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.

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.

The FAA Form 8130 - 7, Special Airworthiness Certificate, is issued for all aircraft certificated in other than the Standard classifications (Experimental, Restricted, Limited, and Provisional).

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.

Advisory Circular 21 - 12, Application for U.S. Airworthiness Certificate, FAA Form 8130 - 6, provides additional information if needed. (See page 39 for ordering instructions.)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION APPLICATION FOR AIRWORTHINESS CERTIFICATE				INSTRUCTIONS—Print or type. Do not write in shaded areas. These are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use an attachment. For special flight permits complete Sections II and VI or VII as applicable.			
1. AIRCRAFT REGISTRATION	1. REGISTRATION MARK	2. AIRCRAFT BUILDER'S NAME (make)	3. AIRCRAFT MODEL DESIGNATION	4. YR. MFG.	5. FAA CODES		
	N7316	Big Deal, Inc.	RA-0H	1978			
	6. AIRCRAFT SERIAL NO.	7. ENGINE BUILDER'S NAME (make)	8. ENGINE MODEL DESIGNATION				
	00021	Twister Engine Corp.	PHP				
2. AIRCRAFT IDENTIFICATION	9. NUMBER OF ENGINES	10. PROPELLER BUILDER'S NAME (make)	11. PROPELLER MODEL DESIGNATION	12. AIRCRAFT IS:			
	2	Fan	TOE1	NEW <input checked="" type="checkbox"/> USED <input type="checkbox"/> IMPORT <input type="checkbox"/>			
	APPLICATION IS HEREBY MADE FOR: (Check applicable one)						
<input checked="" type="checkbox"/> STANDARD AIRWORTHINESS CERT. (Indicate category) <input type="checkbox"/> NORMAL <input type="checkbox"/> UTILITY <input type="checkbox"/> AEROBATIC <input type="checkbox"/> TRANSPORT <input type="checkbox"/> GLIDER <input type="checkbox"/> BALLOON							
<input type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)							
3. CERTIFICATION REQUESTED	<input type="checkbox"/> 1. LIMITED						
	<input type="checkbox"/> 2. PROVISIONAL (Indicate class)						
	<input type="checkbox"/> 3. RESTRICTED (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 4. EXPERIMENTAL (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 5. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 6. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 7. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 8. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 9. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be restricted)						
	<input type="checkbox"/> 10. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be restricted)						
<input type="checkbox"/> C. 6. MULTIPLE AIRWORTHINESS CERTIFICATE (Check appropriate Restricted Operation and Standard or Limited as applicable above)							
4. OWNER'S CERTIFICATION	<input type="checkbox"/> A. REGISTERED OWNER (As shown on Certificate of Aircraft Registration) IF DEALER, CHECK HERE						
	<input type="checkbox"/> B. AIRCRAFT CERTIFICATION BASIS (Check applicable item(s) and complete items as indicated)						
	<input type="checkbox"/> C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS						
	<input type="checkbox"/> D. CERTIFICATION—I hereby certify that I am the owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Section 101 of the Federal Aviation Act of 1978, and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is properly and eligible for the airworthiness certificate requested.						
	<input type="checkbox"/> E. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> F. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> G. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> H. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> I. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> J. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
5. FAA REPRESENTATIVE'S CERTIFICATION	<input type="checkbox"/> A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> B. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> C. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> D. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> E. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> F. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> G. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> H. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> I. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						
	<input type="checkbox"/> J. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete this section only if FAR 21.183 (d) applies)						

VE. PRODUCTION PLANT SETTINGS	A. MANUFACTURER	
	NAME	ADDRESS
	B. PRODUCTION BASIS (Check applicable item)	
	<input type="checkbox"/> PRODUCTION CERTIFICATE (Give production certificate number) <input type="checkbox"/> TYPE CERTIFICATE ONLY <input type="checkbox"/> APPROVED PRODUCTION INSPECTION SYSTEM	
	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS.	
	DATE OF APPLICATION	SIGNATURE
VE. SPECIAL FLIGHT REQUEST PERIODS OTHER THAN PRODUCTION FLIGHT TEST	A. DESCRIPTION OF AIRCRAFT	
	REGISTERED OWNER	ADDRESS
	MARION W. WILLIAMS	1000 Whitehouse Road, OKC, OK 73100
	BUILDER (Make)	MODEL
	Big Deal, Inc.	BA-0H
	SERIAL NUMBER	REGISTRATION MARK
	00021	N7316
	B. DESCRIPTION OF FLIGHT	
	FROM	TO
	Oklahoma City, Oklahoma	Dublin, Ireland
VIA	DEPARTURE DATE	DURATION
Reykjavik, Iceland	Sept. 9, 1980	21 days
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT	
	<input checked="" type="checkbox"/> PILOT <input checked="" type="checkbox"/> CO-PILOT <input checked="" type="checkbox"/> NAVIGATOR <input type="checkbox"/> OTHER (Specify)	
	D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:	
	Aircraft has auxiliary fuel tank (40 gallon capacity) installed to extend range for this special flight.	
	E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION (Use attachment if necessary)	
	Make takeoff and landing from main fuel tank. Use auxiliary tank only in cruise.	
	F. CERTIFICATION—I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Section 301 of the Federal Aviation Act of 1958, and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is airworthy for the flight described.	
	DATE	SIGNATURE
	Aug 15, 1980	Marion W. Williams
VE. AIRCRAFT INSPECTION (FAA Form 337)	A. Operating Limitations and Markings in Compliance with FAR 91.31 as Applicable	
	B. Current Operating Limitations Attached	
	C. Data, Drawings, Photographs, etc. (Attach when required)	
	D. Current Weight and Balance Information Available in Aircraft	
	E. Major Repair and Alteration, FAA 337 (Attach when required)	
	F. This Inspection Recorded in Aircraft Records	
	G. Statement of Conformity, FAA Form 317 (Attach when required)	
H. Foreign Airworthiness Certification for Import Aircraft (Attach when required)		
I. Previous Airworthiness Certificate issued in Accordance with FAR _____ CAR _____ (Original attached)		
J. Current Airworthiness Certificate issued in Accordance with FAR _____ (Copy attached)		

U.S. GOVERNMENT PRINTING OFFICE: 1969 O-357-284



AIRCRAFT MAINTENANCE

Maintenance means the preservation, 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 or less of flying time, 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 known defects corrected.

Federal Aviation Regulations require the inspection of all civil aircraft at specific intervals to determine their overall condition. The interval depends generally upon the type of operations in which the aircraft is engaged. 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 engine – powered small aircraft, (12,500 pounds and under) flown for pleasure is required to be inspected at least annually by an FAA certificated airframe and powerplant mechanic holding an Inspection Authorization, or an FAA 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. Any reciprocating engine – powered small aircraft, (12,500 pounds and under,) used to carry passengers, property, or for flight instruction, for hire must be inspected within each 100 hours of time in service by an FAA certificated airframe and powerplant mechanic, an FAA 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 (over 12,500 pounds) airplanes, turbojet, or turbopropeller-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. The Federal Aviation Regulations, require a pilot to conduct a thorough preflight inspection before every flight to assure that the aircraft is safe for flight.

Preventive Maintenance

The Federal Aviation Regulations list approximately two dozen relatively uncomplicated repairs and procedures defined as "preventive maintenance". Certificated pilots may perform preventive maintenance on any aircraft owned or operated by them that are not used in air carrier service. These preventive maintenance operations are listed 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

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.



AIRCRAFT MAINTENANCE RECORDS

(FAR Section 91.173)

The owner of an aircraft is required to keep aircraft maintenance records which contain a description of the work performed on the aircraft, the date the work was completed, and the signature and FAA certificate number of the person approving the aircraft for return to service. The owner's aircraft records must also contain additional information required by FAR Section 91.173.

Proper management of aircraft operations begins with a good system of maintenance records. A properly completed maintenance record provides the information needed by the owner/operator and maintenance personnel to determine when scheduled maintenance is to be performed.

- A. There must be records of maintenance and alterations and records of the 100 – hour, annual, progressive, and other required or approved inspections for each aircraft, including the airframe, each engine, propeller, rotor, and appliance. These records may be discarded when the work is repeated or superseded by other work, or 1 year after the work is performed.

B. There must also be records of:

- (1) The total time in service of the airframe;
- (2) The current status of life – limited parts of each airframe, engine, propeller, rotor, and appliance;
- (3) The time since the last overhaul of all items included on the aircraft which are required to be overhauled on a specified time basis;
- (4) The identification of the current inspection status of the aircraft including the time since the last inspection required by the inspection program under which the aircraft and its appliances are maintained;
- (5) The current status of applicable AD's including the method of compliance, AD No., and revision date; and
- (6) A list of the current major alterations to each airframe, engine, propeller, and appliance.

These records must be retained by the owner/operator and must be transferred with the aircraft if it is sold.

Keep in mind that as a result of repairs or alterations, amendments may be necessary to the weight and balance reports, Airplane Flight Manual, etc.

Entries into the Aircraft Maintenance Records

A. FAR Section 43.9 Entries.

Any mechanic who maintains, rebuilds, or alters an aircraft, airframe, aircraft engine, propeller, or appliance must make an entry containing:

- (1) A description of the work, or some reference to data acceptable to the FAA;
- (2) The date the work was completed;
- (3) The mechanic's name; and
- (4) If it is approved for return to service, the signature and certificate number of the approving mechanic.

B. FAR Section 43.11 Entries:

When a mechanic approves or disapproves an aircraft for return to service after an annual, 100-hour, or progressive inspection, an entry must be made including:

- (1) Aircraft time in service;
- (2) The type of inspection,
- (3) The date of the inspection; and
- (4) The certificate number of the person approving or disapproving the aircraft for return to service.

C. FAR Part 91 – Subpart D – Airplanes:

Inspection entries for FAR 91, subpart D, – Airplanes – those over 12,500 pounds, turbojet, or turbopropeller – powered multiengine airplanes are made according to FAR 43.9 and they must include:

- (1) The kind of inspection performed;
- (2) A statement by the mechanic that it was performed in accordance with the instructions and the procedures for the kind of inspection program selected by the owner; and
- (3) A statement that a signed and dated list of any defects found during the inspection was given to the owner.

D. FAA Form 337, Major Repair and Alteration:

FAA Form 337 must be completed by a mechanic for every major repair or major alteration. A signed copy must be given to the owner and another copy sent to the local FAA Flight Standards district office within 48 hours after the aircraft has been approved for return to service. However, when a major repair is done by a certificated repair station, the customer's work order may be used and a release given as outlined in Appendix B of FAR Part 43, without the necessity of forwarding a copy to the FAA.

E. FAR Section 91.170 Entries.

FAR 91.170 requires that every airplane operated in controlled airspace under IFR conditions must have each static pressure system and each altimeter tested and inspected each 24 calendar months. The mechanic must enter into the records:

- (1) A description of the work;
- (2) The maximum altitude to which the altimeter was tested; and
- (3) The date and signature of the person approving the airplane for return to service.

Additional Information on Aircraft Maintenance Records

Additional information relating to aircraft records may be obtained from FAR Part 39—Airworthiness Directives; FAR Part 43—Maintenance, Preventive Maintenance and Alteration; FAR Part 91—General Operating and Flight Rules; and Advisory Circular 43-9 (latest revision) Maintenance Records: General Aviation Aircraft.

These publications are available for review at your local FAA Flight Standards district office where you can obtain assistance in establishing your aircraft maintenance program and the necessary maintenance records.



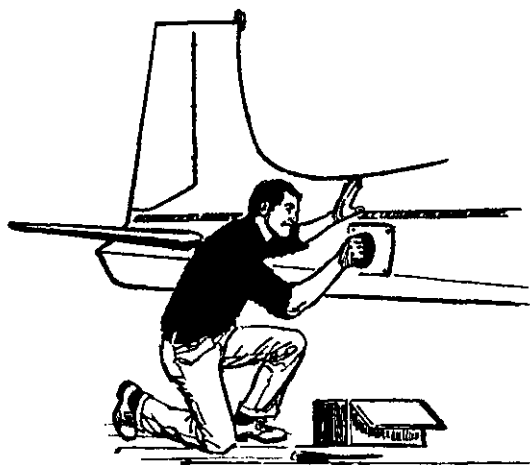
SPECIAL FLIGHT PERMITS

(FAR Section 21.197)

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

(FAR Part 39)

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 or 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. AD's (Airworthiness Directives) are the media used to notify aircraft owners and other interested persons of unsafe conditions and to specify the conditions under which the product may continue to be operated.

AD's 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.

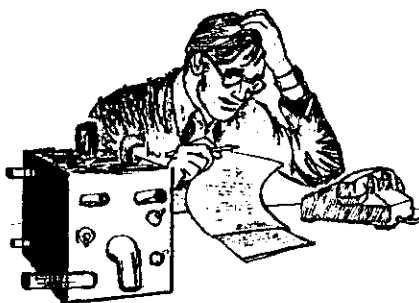
AD's are Federal Aviation Regulations and must be complied with, unless specific exemption is granted. It is the aircraft owner's or operator's responsibility to assure compliance with all pertinent AD's. This includes those

AD's 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 AD's in the back of their aircraft and engine records.

The Summary of Airworthiness Directives contains all the valid AD's 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 2-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 subscription service or pricing information to either of these publications should be sent to the:

U.S. Department of Transportation
Federal Aviation Administration
Mike Monroney 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 FAA Form 8010-4, Malfunction or Defect Report. 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 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 might possibly result in accidents/incidents. This should make flying safer, more fun, and certainly less expensive.

Advisory Circular 20-109, Service Difficulty Program (General Aviation), contains additional information on this program. (See page 39 for ordering instructions.)

1. REGISTRATION NO N 123BJ		DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MALFUNCTION OR DEFECT REPORT			FAA USE ONLY CONTROL NO	8 DATE SUB	Form Approved Budget Bureau No. 04-70003
2. AIRCRAFT		A. MAKE BIG DEAL	B. MODEL BA-0H	C. SERIAL NO 00021	7A. COMMENTS (Describe the malfunction or defect and the circumstances under which it occurred. State probable cause and recommendations to prevent recurrence.) DURING AEROBATIC MANEUVERS, LT SWAP ROLL, PILOT SEAT BACK, FOLDING FRAME TYPE, BROKE. PILOT FORCED INTO RECLINING POSITION, REAR CONTROL JAMMED NOSE UP		
3. POWERPLANT		THWISTER	PHP	4312			
4. PROPELLER		FAN	TOE1	1234			
5. APPLIANCE/COMPONENT (Specify that includes part)							
A. NAME	B. MAKE	C. MODEL	D. SERIAL NO				
SEAT		BIG DEAL	BA-0H	SE21			
6. SPECIFIC PART (of component) CAUSING TROUBLE							
A. NAME		B. NUMBER		C. PART/DEFECT LOCATION			
SEAT BACK		BA 02364-1		HINGE POINT			
7. PART CODE		E. PART TT	F. PART TSO	G. PART CONDITION			
		12	12	BROKEN			

FAA Form 8010-4 (7-78) SUPERSEDES FAA Form 8330-2

DO NOT USE THIS SPACE

USE THIS SPACE FOR
ADDITIONAL COMMENTS IF NEEDED

CONTROL OF AIRCRAFT
REGAINED AND SAFE LANDING
ACCOMPLISHED. INVESTIGATION
REVEALED EXCESSIVE
WEAR AND IMPROPER BOLT
IN HINGE POINT. SUGGEST
IMMEDIATE INSPECTION ALL
LIKE SEAT INSTALLATIONS.

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

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
FEDERAL AVIATION ADMINISTRATION
DOT-015





General Aviation airworthiness ALERTS

AIRWORTHINESS ALERTS

FAA publishes Advisory Circular 43-16, General Aviation Airworthiness Alerts, monthly to provide the aviation community with a means for interchanging service difficulty information. The articles contained in the Alerts are derived from the Malfunction or Defect Reports submitted by aircraft owners, pilots, mechanics, repair stations, and air taxi operators. (See page 39 for instructions on obtaining advisory circulars.)

Maintenance and engineering specialists review the reports and select pertinent items for publication in the Alerts. 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 action.

The Alerts are distributed automatically to personnel responsible for approving aircraft for return to service, such as certificated repair stations, mechanics holding an inspection authorization, etc. Limited copies of the Alerts may be available at local FAA district offices.

OBTAINING FAA PUBLICATIONS AND RECORDS

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.

Advisory Circular 00 - 2, Advisory Circular Checklist, contains a list of current FAA advisory circulars and provides detailed instructions on how to obtain them. It also contains a list of GPO bookstores located throughout the United States which stock many Government publications. This advisory circular may be obtained free upon request from the U.S. Department of Transportation, Publications Section, M - 443.1, Washington, D.C. 20590.

Federal Aviation Regulations

The following regulations 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 Crew members.
- Part 91 General Operating and Flight Rules

Advisory Circular 00 - 44, Status of Federal Aviation Regulations, contains the current status of the FAR's including changes issued, price list, and ordering instructions. This advisory circular may be obtained free upon request from the U.S. Department of Transportation, Publications Section, M - 443.1, Washington, D.C. 20590.

Records

If you become an aircraft owner, pilot, or certificated mechanic, you may, at some time, need to obtain copies of documents pertaining to your aircraft, airman, or medical certification. Aircraft records are available from the Aircraft Registration Branch, AAC - 250, airman records from Airmen Certification Branch, AAC - 260, and medical records from Aeromedical Certification Branch, AAC - 130. Fees for furnishing copies of records are: \$2 for search, \$0.25 for copy of first page, \$0.05 for second and each additional page; \$3 for certification of copies as duplicates of the original records; \$2 for duplicate aircraft registration or airman certification or medical certificate; and \$5 for certification of diligent search (search of all possible sources of information).

Fees, which are subject to change, may be paid by check, draft, or postal money order, payable to the Treasury of the United States. Send your request to the proper branch at the following address:

U.S. Department of Transportation
Federal Aviation Administration
Mike Monroney Aeronautical Center
Post Office Box 25082
Attention: (Insert proper branch name and routing symbol.)
Oklahoma City, Oklahoma 73125

FAA DISTRICT OFFICES

FAA GADO's (General Aviation District Offices) and FSDO's (Flight Standards District Offices) are listed by state wherein their area of responsibility is assigned. Any contacts with a district office should be made to the office nearest your residence. If the responsibility for your locality is not in that office, you will be advised which office to contact.

ALABAMA

GADO 2
6500 43rd Avenue, North
Birmingham, AL 35206
Phone: (205) 254 - 1393

ALASKA

GADO 1
1515 East 13th Avenue
Anchorage, AK 99501
Phone: (907) 272 - 1324
and 279 - 5231

FSDO 61
3788 University Avenue
Fairbanks, AK 99701
Phone: (907) 452 - 1276

FSDO 62
Post Office Box 2118
Juneau, AK 99803
Phone: (907) 586 - 3700

ARIZONA

GADO 9
15041 North Airport Drive
Scottsdale, AZ 85260
Phone: (602) 241 - 2561

ARKANSAS

GADO 6
FAA/NWS Building, Room 201
Adams Field
Little Rock, AR 72202
Phone: (501) 372 - 3437

CALIFORNIA

GADO 1
7120 Hayvenhurst Avenue, Suite 316
Van Nuys, CA 91406
Phone: (213) 997 - 3191

GADO 2
1387 Airport Boulevard
San Jose, CA 95110
Phone: (408) 275 - 7681

GADO 3
3750 John J. Montgomery Drive
San Diego, CA 92123
Phone: (714) 293 - 5280

GADO 4
Fresno Air Terminal
2401 North Ashley
Fresno, CA 93727
Phone: (209) 487 - 5306

GADO 6
Santa Monica Municipal Airport
3200 Airport Avenue, Suite 3
Santa Monica, CA 90405
Phone: (213) 391 - 6701

GADO 8
Riverside Municipal Airport
6961 Flight Road
Riverside, CA 92504
Phone: (714) 787 - 1245

GADO 12
Executive Airport
Sacramento, CA 95822
Phone: (916) 440 - 3169

FSDO 64
P.O. Box 2397
Airport Station
Oakland, CA 94614
Phone: (415) 273 - 7155

FSDO 65
2815 East Spring Street
Long Beach, CA 90806
Phone: (213) 426 - 7134

COLORADO

GADO 3
Jefferson County Airport,
Building 1
Broomfield, CO 80020
Phone: (303) 466 - 7326

GADO 3S
764 Horizon Drive
Grand Junction, CO 81501
Phone: (303) 243 - 9518

CONNECTICUT

GADO 19
Barnes Municipal Airport
Westfield, MA 01085
Phone: (413) 568 - 3121

DELAWARE

GADO 9
North Philadelphia Airport
Philadelphia, PA 19114
Phone: (215) 597 - 9708

DISTRICT OF COLUMBIA

FSDO 62
GT Bldg., Suite 112
Box 17325
Dulles International Airport
Washington, D.C. 20041
Phone: (703) 557 - 5360

FLORIDA

GADO 5
Building 121
Opa Locka Airport
Opa Locka, FL 33054
Phone: (305) 681 - 7431

GADO 7
FAA Building
Craig Field
855 St. John's Bluff Road
Jacksonville, FL 32211
Phone (904) 641 - 7311

FSDO 64
St. Petersburg/Clearwater Airport
Clearwater, FL 33520
Phone: (813) 531 - 1434

GEORGIA

GADO 1
FAA Building
Fulton County Airport
Atlanta, GA 30336
Phone: (404) 221 - 6481

GUAM

IFO 51
Route 008
Finegayan, GU 96912
Phone: (671) 355 - 5715

HAWAII

FSDO 61
218 Lagoon Dr.
Room 215
Honolulu, HI 96819
Phone: (808) 836 - 0615

IDAHO

GADO 1
3975 Rickenbacker Street
Boise, ID 83705
Phone: (203) 334 - 1238

ILLINOIS

GADO 3
P.O. Box H
DuPage County Airport
West Chicago, IL 60185
Phone: (312) 584 - 4490

GADO 19
Capitol Airport
Springfield, IL 62708
Phone: (217) 525 - 4238

INDIANA

GADO 10
Indianapolis International Airport
P.O. Box 41525
Indianapolis, IN 46241
Phone: (317) 247 - 2491

GADO 18
1843 Commerce Drive
South Bend, IN 46628
Phone: (219) 232 - 5843

IOWA

GADO 4
3021 Army Post Road
Des Moines, IA 50321
Phone: (515) 284 - 4094

KANSAS

GADO 11
Administration Building
Fairfax Municipal Airport
Kansas City, KS 66115
Phone: (913) 281 - 3491

GADO 22
Flight Standards Building
Mid - Continent Airport
Wichita, KS 67209
Phone: (316) 943 - 3244

KENTUCKY

GADO 13
FAA Building, Bowman Field
Louisville, KY 40205
Phone: (502) 582 - 6116

LOUISIANA

GADO 8
FAA Building
Lakefront Airport
New Orleans, LA 70126
Phone: (504) 241 - 2506

GADO 8S
FAA Office/Tower Building
Lafayette Airport
Lafayette, LA 70508
Phone: (318) 234 - 2321

GADO 11
Terminal Building, Room 137
Downtown Airport
Shreveport, LA 71107
Phone: (318) 226 - 5379

MAINE

GADO 15
Portland International Jetport
Portland, ME 04102
Phone: (207) 774 - 4484

MARYLAND

GADO 21
Elm Road
Baltimore/Washington
International Airport
Baltimore, MD 21240
Phone: (301) 761 - 2610

MASSACHUSETTS

GADO 13
Norwood Municipal Airport
Norwood, MA 02062
Phone: (617) 762 - 2436

GADO 19
Barnes Municipal Airport
Westfield, MA 01085
Phone: (413) 568 - 3121

MICHIGAN

GADO 8
Kent County International Airport
5500 - 44th Street, SE
Grand Rapids, MI 49508
Phone: (616) 456 - 2427

GADO 20
Flight Standards Building
Willow Run Airport, Box 860
Ypsilanti, MI 48197
Phone: (313) 485 - 2550

MINNESOTA

GADO 14
6201 34th Avenue South
Minneapolis, MN 55450
Phone: (612) 725 - 3341

MISSISSIPPI

GADO 4
FAA Building, Municipal Airport
P.O. Box 6273, Pearl Branch
Jackson, MS 39208
Phone: (601) 969 - 4633

MISSOURI

FSDO 62
9275 Genaire Drive
Berkley, MO 63134
Phone: (314) 425 - 7100

MONTANA

FSDO 61
Administration Building
Room 216
Billings Logan International Airport
Billings, MT 59101
Phone: (406) 245 - 6179

FSDO 65
FAA Building, Room 3
Helena Airport
Helena, MT 59601
Phone: (406) 499 - 5270

NEBRASKA

GADO 12
General Aviation Building
Lincoln Municipal Airport
Lincoln, NE 68521
Phone: (402) 471 - 5485

NEVADA

GADO 11
601 South Rock Blvd.
Suite 102
Reno, NV 89502
Phone: (702) 784 - 5321

FSDO 66
5700 - C South Haven
Las Vegas, NV 89119
Phone: (702) 736 - 0666

NEW HAMPSHIRE

GADO 15
Portland International Jetport
Portland, ME 04102
Phone: (207) 774 - 4484

NEW JERSEY

FSDO 61
150 Riser Road
Teterboro Airport
Teterboro, NJ 07608
Phone: (201) 288 - 1745

NEW MEXICO

GADO 1
2402 Kirtland Dr., S.E.
Albuquerque, NM 87106
Phone: (505) 247 - 0156

NEW YORK

GADO 1
Albany County Airport
Albany, NY 12211
Phone: (518) 869 - 8482

GADO 11
Building 53
Republic Airport
Farmingdale, NY 11735
Phone: (516) 694 - 5530

GADO 17
Rochester - Monroe County Airport
Rochester, NY 14624
Phone: (716) 263 - 5880

NORTH CAROLINA

GADO 3
FAA Building
Municipal Airport
P.O. Box 27005
Charlotte, NC 28219
Phone: (704) 392 - 3214

GADO 11
Route 1, Box 486A
Morrisville, NC 27560
Phone: (919) 755 - 4240

NORTH DAKOTA

FSDO 64
P.O. Box 5496
Fargo, ND 58105
Phone: (701) 232 - 8949

OHIO

GADO 5
4242 Airport Road
Lunken Executive Bldg.
Cincinnati, OH 45226
Phone: (513) 684 - 2183

GADO 6
Federal Facilities Office Building
Cleveland Hopkins International Airport
Cleveland, OH 44135
Phone: (216) 267 - 0220

GADO 7
4393 East 17 Avenue
Port Columbus International Airport
Columbus, OH 43219
Phone: (614) 469 - 7476

OKLAHOMA

GADO 9
FAA Building
Wiley Post Airport
Bethany, OK 73008
Phone: (405) 789 - 5220

FSDO 65
General Aviation Terminal Building
Room 103
Tulsa International Airport
6501 E. Apache
Tulsa, OK 74115
Phone: (918) 835 - 2378

OREGON

GADO 2
Mahlon Sweet Airport
90606 Greenhill Road
Eugene, OR 97402
Phone: (503) 688 - 9721

GADO 3
Portland - Hillsboro Airport
3355 N.E. Cornell Road
Hillsboro, OR 97123
Phone: (503) 221 - 2104

PENNSYLVANIA

GADO 3
Allentown - Bethlehem - Easton Airport
Allentown, PA 18103
Phone: (215) 264 - 2888

GADO 9
North Philadelphia Airport
Philadelphia, PA 19114
Phone: (215) 597 - 9708

GADO 10
Room 201, Administration Building
Capitol City Airport
New Cumberland, PA 17070
Phone: (717) 782 - 4528

GADO 14
Allegheny County Airport
West Mifflin, PA 15122
Phone: (412) 462 - 5507

PUERTO RICO

FSDO 61
Puerto Rico International Airport
Room 203A
San Juan, PR 00913
Phone: (809) 791 - 5050

RHODE ISLAND

GADO 13
Norwood Municipal Airport
Norwood, MA 02062
Phone: (617) 762 - 2436

SOUTH CAROLINA

GADO 9
Columbia Metropolitan Airport
West Columbia, SC 29169
Phone: (803) 765 - 5931

SOUTH DAKOTA

FSDO 66
Rural Route 2, Box 6338
Rapid City, SD 57701
Phone: (605) 343 - 2403

TENNESSEE

FSDO 62
322 Knapp Boulevard, Room 101
Nashville Metropolitan Airport
Nashville, TN 37217
Phone: (615) 251 - 5661

FSDO 63
2488 Winchester, Room 137
Memphis, TN 38116
Phone: (901) 345 - 0600

TEXAS

GADO 2
8032 Aviation Place
Love Field Airport
Dallas, TX 75235
Phone: (214) 357 - 0142

GADO 3
FAA/NWS Building
Room 202
6795 Convair Road
El Paso, TX 79925
Phone: (915) 778 - 6389

FSDO 61
Administration Building
Room 240
Meacham Field
Fort Worth, TX 76106
Phone: (817) 624 - 4911

FSDO 62
8800 Paul B. Koonce Drive
Room 224
Houston, TX 77061
Phone: (713) 645 - 6628

GADO 7
Route 3, Box 51
Lubbock, TX 79401
Phone: (806) 762 - 0335

FSDO 64
1115 Paul Wilkins Road
Room 201
San Antonio, TX 78216
Phone: (512) 824 - 9535

UTAH

FSDO 67
116 North 2400 West
Salt Lake City, UT 84116
Phone: (801) 524 - 4247

VERMONT

GADO 15
Portland International Jetport
Portland, ME 04102
Phone: (207) 774 - 4484

VIRGINIA

GADO 16
Byrd Field
Sandston, VA 23150
Phone: (804) 222 - 7494

VIRGIN ISLANDS

FSDO 61
Puerto Rico International Airport
Room 203A
San Juan, PR 00913
Phone: (809) 791 - 5050

WASHINGTON

GADO 5
5620 East Rutter Avenue
Spokane, WA 99206
Phone: (509) 456 - 4618

FSDO 61
FAA Building, Boeing Field
Seattle, WA 98108
Phone: (206) 767 - 2724

WEST VIRGINIA

GADO 22
301 Eagle Mountain Rd.
Room 144
Kanawha Airport
Charleston, WV 25311
Phone: (304) 343 - 4689

WISCONSIN

FSDO 61
General Mitchell Field
FAA/WB Building
Milwaukee, WI 53207
Phone: (414) 747 - 5531

WYOMING

FSDO 62
Natrona County International Airport
FAA/WB Building
Casper, WY 82601
Phone: (307) 234 - 8959