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REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

INSTRUCTIONS - This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument, as follows:

- (A) For an Aircraft - Complete items 1, 2, 8a, 4, 5, 6, and 7 and submit to CAA representative for approval.
- (B) For a Component Installed in an Aircraft - Complete items 1, 2, 3(b, c, or d, whichever is applicable), 4, 5, and 6, and submit as described in (A) above.
- (C) For a Spare Component - Complete items 3(b, c, or d), 5, and 6, and submit to CAA representative for approval. When approved, retain both copies of this form with the component until installation on an aircraft. At that time, items 1, 2, and 4 must be completed by the installing agency, which will then forward forms as described in (A) above.

1. AIRCRAFT	MAKE <b>Cessna</b>	MODEL <b>170</b>	SERIAL NO. <b>18819</b>	CAA IDENTIFICATION MARK <b>9060A</b>
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2. OWNER	NAME (First, middle, last) <b>Alaska Aeronautical Industries</b>	ADDRESS (Street and number, city, zone, and state) <b>8 Fairbanks, Alaska</b>
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3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	(As described in item 1 above.)				<b>XXX</b>
b. PROPELLER					
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

The following items are to be completed by repair or alteration agency. However, in the case of a spare component, item 4 will not be completed until such component is installed in an aircraft. At this time, item 4 will be completed by the installing agency, if applicable.

4. AIRCRAFT	EMPTY WEIGHT (Pounds)* <b>1253.5 Whorls</b>	EMPTY CENTER OF GRAVITY (Inches from datum)* <b>36. Skis</b>	USEFUL LOAD (Pounds)* <b>826.5 Skis</b>
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\*AFTER the repairs and/or alterations described below were made.

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

MANUFACTURER     
  APPROVED REPAIR STATION NO. \_\_\_\_\_ (SPECIFY)  
 CERTIFIED MECHANIC

6. AGENCY	NAME <b>Tien Alaska Airlines</b>	ADDRESS (Street and number, city, zone, and state) <b>Fairbanks, Alaska</b>	DATE WORK ACCOMPLISHED <b>4/20/49</b>
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7. DESCRIPTION OF WORK ACCOMPLISHED IN ACCORDANCE WITH PART 19 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18. (If more space is needed, continue on reverse, or attach separate sheets bearing aircraft identification mark)

**See Reverse Side**

*Law*

I CERTIFY THAT THE ABOVE STATEMENTS ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

<u>William M. Laws</u> SIGNATURE OF SUPERVISING MECHANIC	<u>AG 382038</u> CERTIFICATE NUMBER AND RATING	<u>4/20/49</u> DATE
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**TO BE COMPLETED BY CAA REPRESENTATIVES**

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED <input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL	SIGNATURE OF DESIGNEE  SIGNATURE OF INSPECTOR <i>Rud S. Kelteneich</i>	NUMBER  <input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE  <b>5/5-49</b>
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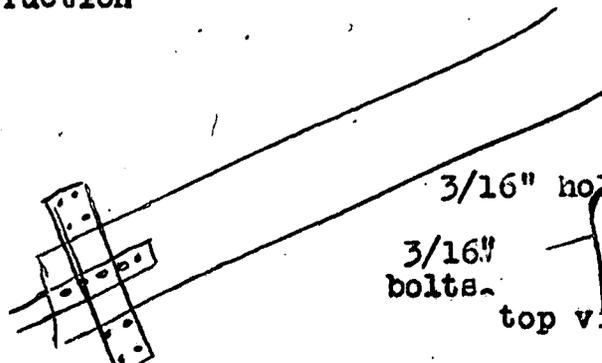
5 high shear rivets

----- Dural Strut

Fuselage

Dural Block  $1\frac{1}{2}$ " square 9" long

Original Construction



Ski fitting is clamped over strut with a strip of  $\frac{3}{8}$ " sponge rubber between fitting and strut. Fitting is  $2\frac{1}{2}$ " from end of dural block

