



**INSTRUCTIONS**

1. 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.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certified mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate ratings may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
  - a. Submit to CAA representative for inspection and approval. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
  - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
  - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.

The repair agency representative, mechanic, or aircraft owner, submit a copy of this form to the nearest CAA district office or CAA agent.

Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.

Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

**RECEIVED**  
 JAN 9 1952  
 AIRCRAFT RECORDS  
 Seattle, Washington

MATERIAL .051 4130 STEEL  
 TWO OF THESE CLAMPS  
 SUPPORT THE MUFF IN THE  
 CENTER. SUPPORTED AT  
 BOTH ENDS BY MUFF ITSELF

**RECEIVED**  
 CERTIFICATE SECTION  
 JAN 18 4 14 PM '52

THE MATERIAL FOR MUFF IS O4C 50 ALUMINUM.  
 IT WAS PATTERNED AFTER THE ONE INSTALLED  
 AT THE FACTORY FOR CARB HEAT

