



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

NM-11 *[Signature]*

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make LUSCOMBE	Model 8A
	Serial No. 2976	Nationality and Registration Mark N71549
2. Owner	Name (As shown on registration certificate) Rollin A. Hatfield	
	Address (As shown on registration certificate) 2002 Blossom Place Meridian Id 83642	

3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			X	X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address Rollin A. Hatfield 2002 Blossom Place Meridian Id 83642	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. A&P 1242841
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 02-29-96	Signature of Authorized Individual <i>Rollin A. Hatfield</i> Rollin A. Hatfield
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7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is APPROVED REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 03-01-96		Certificate or Designation No. AP 1793130 AI	Signature of Authorized Individual <i>William O. Weiss</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

1. Alterations to 337 dated 12-04-47as follows:
Relocated fuses from inside left glove compartment and switches from instrument panel and placed in left wing root panel. Removed 6 volt Reading battery which is no longer available and installed 12 volt YB14LA2 battery. Removed 5/8" brace from upper tube to center floor of baggage compartment and replaced with two 3/8" 4130 channels, one at each side of baggage frame to floor for lighter weight and better support of baggage floor.
2. Alterations to 337 dated 01-06-48 as follows:
Removed 4" venturi, suction gauge, and valve. Removed inclinometer. Installed brass 2" Sperry venturi to drive turn and slip indicator.
3. Recovered wings with Ceconite 104HT in accordance with STC SA4503NM using two coats of Rand o proof and eight coats of Rand o fill. Sprayed two full coats of Randolph Insignia blue butyrate dope for numbers on wings.
4. Installed EBC 502 ELT SN 202066. This ELT conforms to FAA TSO 91a. Mounted ELT to forward side of bulkhead 3 in accordance with supplied instructions and AC 43.13-2 chap. 1
5. Installed item 106 and item 124 aircraft spec A694. (Two 4.5 gal Timm aux. tanks and pressure caps.)
6. Installed shoulder harness mount in rear spar carry through in accordance with Fig. 9.12 in AC 43.13-2.
7. Installed Aeroflash model 156-003 strobe lights in existing wing tip lights in accordance with supplied instructions and AC43-13-2 Chap.9
8. Replaced rear spar and lower center skin in horizontal stabilizer because of corrosion from mice, using new part no. 38409 and .020 2024T3 sheet aluminum for lower skin using original rivet holes.
9. Weighed aircraft and issued report to records superceding FAA 337 dated 01-06-48.

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