

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

**APPLICATION FOR AIRWORTHINESS CERTIFICATE  
AND/OR ANNUAL INSPECTION OF AN AIRCRAFT**

**INSTRUCTIONS**

Please print or type. Submit this form to the  
Civil Aeronautics Administration Aviation Safety  
Field Representative.

**1. TYPE OF APPLICATION (Check which)**

- a.  ORIGINAL ISSUANCE OF CERTIFICATE  
 b.  ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE  
 c.  AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE  
 d.  RECERTIFICATION UNDER THE PROVISIONS OF CAR 8  
 e.  MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8  
 f.

**2. AIRWORTHINESS CLASSIFICATION (Check appropriate item(s))**

It is requested that the Certificate of Airworthiness be issued to permit operation of the aircraft in the following airworthiness classification(s):

- a.  STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES)  
 b.  LIMITED (SEE CAR 9)  
 c.  RESTRICTED (SEE CAR 8)  
 (Check the restricted special purpose operation(s) to be conducted)  
 AGRICULTURAL AND PEST CONTROL  
 AERIAL ADVERTISING  
 AERIAL SURVEYING  
 GLIDER TOWING  
 PATROLLING  
 FOREST AND WILDLIFE CONSERVATION  
 WEATHER CONTROL  
 OTHER  
 d.  EXPERIMENTAL  
 (Check the type of experimental operation(s) to be conducted)  
 RESEARCH AND DEVELOPMENT  
 AMATEUR-BUILT  
 DEMONSTRATION  
 RACING  
 EXHIBITION  
 OTHER

**3. AIRCRAFT IDENTIFICATION (Complete all items)**

a. AIRCRAFT MAKE North American Aviation Inc.	b. AIRCRAFT MODEL F-51D P51 D	c. AIRCRAFT SERIAL NO. 44-72192(N)
d. ENGINE MAKE Packard	e. ENGINE MODEL V-1650-E	

**4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)**

a. REGISTERED OWNER'S FULL NAME J.C. DeSanto	b. PERMANENT MAILING ADDRESS 1600 South Main Las Vegas, Nevada	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK N- 5460V
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**5. AIRCRAFT OWNER'S CERTIFICATION (Check and complete appropriate item)**

I hereby certify that I am the registered owner (or his agent) of the aircraft identified in Item 3 above which is registered\* with the Civil Aeronautics Administration as required by the Regulations of the Administrator, Part 501 or 502 and when operated displays the following evidence of registration:

- a.  CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE \_\_\_\_\_  
 b.  APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON 2-7-58 (DATE)  
 c.  DEALER'S REGISTRATION CERTIFICATE, FORM ACA-1707, DATED \_\_\_\_\_

\*In order to be eligible for registration an aircraft must be owned by a citizen of the United States, as defined by Section 1 (13) of the Civil Aeronautics Act of 1938, as amended.

**ATTACHMENTS (Check which)**

- ACA-319  WEIGHT AND BALANCE REPORT  
 ACA-337  DATA, DRAWINGS, ETC.  
 ACA-317  UNAPPROVED DEVIATION DATA

*J. De Santo*  
 (SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)  
 2-7-58 Owner (TITLE)  
 (DATE)

6-23-85  
AD

Rev

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U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

**AIRCRAFT INSPECTION REPORT**

(To be completed by CAA representative or approved repair station)

The aircraft described in Item 3 on the reverse of this form has been inspected and found to conform to the following:  
(Check and complete applicable items)

**1. AIRCRAFT AND ENGINE CERTIFICATION BASIS**

- a.  AIRCRAFT SPECIFICATION NO. \_\_\_\_\_ THROUGH SHEET REVISION NO. \_\_\_\_\_
- b.  AIRCRAFT LISTING PAGE NO. Page 135
- c.  AIRWORTHINESS DIRECTIVE SUMMARY 56 (YEAR) THROUGH CARD NO. 56-1
- d.  CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

**2. AIRCRAFT AND ENGINE OPERATING RECORDS**

- a.  AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- b.  COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- c.  AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 1410:35 HOURS
- d.  ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:
 

SERIAL NO. <u>V-331749</u>	TOTAL HOURS <u>140:20</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

**3. PREVIOUS INSPECTION RECORD (INSPECTION RECORDED ON FORM ACA-319)**

- a. LAST AIRWORTHINESS INSPECTION CONDUCTED 2-6-58 (DATE)
  - BY AIRCRAFT MANUFACTURER
  - BY APPROVED REPAIR STATION, CERTIFICATE NO. \_\_\_\_\_
  - BY MECHANIC, CERTIFICATE NO. 1287352
- b.  PERIODIC AIRCRAFT INSPECTION REPORT, FORM ACA-319, WAS RETURNED TO OWNER

**4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED**

- a.  OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED  ~~ISSUED~~  ~~Placarded~~
  - b.  CURRENT OPERATION LIMITATIONS, FORM ACA-309, IS AVAILABLE IN AIRCRAFT
  - c.  CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
  - d.  CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
  - e.  THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
  - f.  CERTIFICATE OF AIRWORTHINESS, FORM ACA-1362, ISSUED TO EXPIRE Indefinite (DATE)
  - g.  PREVIOUS FORM ACA-1362 WAS ISSUED TO EXPIRE \_\_\_\_\_ (DATE)
- BY \_\_\_\_\_ (NAME OF ISSUING REPRESENTATIVE) \_\_\_\_\_ (DESIGNATION NO.)

**5. CAA APPROVED REPAIR STATION CERTIFICATION**

The aircraft described on the reverse has been inspected under the authority accorded certificated repair station No. \_\_\_\_\_ by CAR 52 and was found to be:

AIRWORTHY  
 UNAIRWORTHY

\_\_\_\_\_  
(REPAIR STATION AUTHORIZED SIGNATURE) (DATE)

**6. CAA REPRESENTATIVE CERTIFICATION**

I HAVE INSPECTED THE AIRCRAFT DESCRIBED ON THE REVERSE AND FOUND IT  AIRWORTHY  UNAIRWORTHY  
(Check appropriate item)

DESIGNEE'S SIGNATURE  <i>John B. Bernard</i> John B. Bernard	DESIGNATION NO.  Reg. 4 LA ASDO 1	DATE  2-7-58	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED
<input type="checkbox"/> ATTACHMENT			

OKC

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
**MAJOR REPAIR AND ALTERATION**  
(Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
Budget Bureau No. 04-R060.1  
FOR FAA USE ONLY  
OFFICE IDENTIFICATION

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.

1. AIRCRAFT	MAKE North American	MODEL P 51D
	SERIAL NO. 44-72192	NATIONALITY AND REGISTRATION MARK N5460V
2. OWNER	NAME (As shown on registration certificate) California Warbirds	ADDRESS (As shown on registration certificate) 955 Dunne Avenue Morgan Hill, CA 95037

*Repair*  
This repair is for use only in compliance with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in F.A.R. 43.7 (b) & (c).

11/6/79 *Robert S. Chastain*  
DATE SIGNATURE WE-SAB

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
Aviation Technical Services 1277 Airport Boulevard San Jose, CA 95110	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	2006145

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 15 Jan 79	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert S. Chastain</i>
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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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 16 Jan 1979	CERTIFICATE OR DESIGNATION NO. 267191211	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robert Van Oort</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.)**

11 1981 13

Minor corrosion found on forward face of front spar sta. 78-100. Corrosion removed and repair made I.A.W. AN 01-60-3, structural repair instructions, sect. II paragraph 4.

-----End-----

3008142

REVISION	DATE	BY	REASON

CAUTION: This repair is in accordance with AN 01-60-3, paragraph 4. It is not to be used as a guide for other repairs.

DATE: 11/13/81 BY: [Signature] APPROVED: [Signature]

WORKING DRAWINGS: [Signature]

REVISIONS: [Signature]

APPROVED FOR RELEASE: [Signature]

DATE: 11/13/81 BY: [Signature] APPROVED: [Signature]

WORKING DRAWINGS: [Signature]

REVISIONS: [Signature]

APPROVED FOR RELEASE: [Signature]

DATE: 11/13/81 BY: [Signature] APPROVED: [Signature]

WORKING DRAWINGS: [Signature]

REVISIONS: [Signature]

APPROVED FOR RELEASE: [Signature]

ADDITIONAL SHEETS ARE ATTACHED

OKC

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION
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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.

1. AIRCRAFT	MAKE North American	MODEL P-51D
	SERIAL NO. 44-72192	NATIONALITY AND REGISTRATION MARK N5460V
2. OWNER	NAME (As shown on registration certificate) California Warbirds	ADDRESS (As shown on registration certificate) 955 Dunne Avenue Morgan Hill, CA 95037

**FOR FAA USE ONLY**  
 The repair identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in F.A.R. 43.7 (b) & (c).

*1/6/79* *Row J. Chastaine*  
 DATE SIGNATURE WE-GADO-2

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS Aviation Technical Services 1277 Airport Boulevard San Jose, CA 95110	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. 2006145

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.

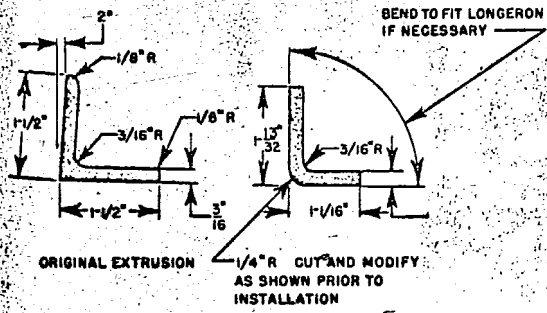
DATE 15 Jan 79	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>William Luckhart</i>
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7. APPROVAL FOR RETURN TO SERVICE			
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER <input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT
DATE OF APPROVAL OR REJECTION 16 Jan 1979	CERTIFICATE OR DESIGNATION NO. 267191211	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Robt. H. Van Oort</i>	



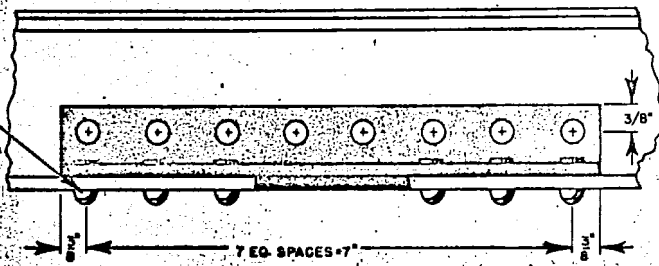
NORTH AMERICAN N5460V SN 44172192 P51D

- NOTE:
1. ANGLE REINFORCEMENT IS MADE FROM EXTRUDED 24ST AL. ALLOY CONFORMING TO AAF SPEC. QQ-A-354
  2. FOR ANGLE REINFORCEMENTS USED ON OTHER FLANGES OF LONGERON, SEE SPLICE DIAGRAMS
  3. THIS REPAIR IS FOR DAMAGE TO LONGERON FLANGE ONLY



DETAIL OF 1891T ANGLE REINFORCEMENT (ALCOA K22090)

DRILL 1/4 (2500), 14 PLACES ER3-9-8 STEEL H-SHEAR RIVET, 14 REQ. 2R4-8 ALUMINUM COLLAR, 14 REQ.



ANGLE REINFORCEMENT ALCOA K22090, 1 REQ. MODIFY AS PER DETAIL

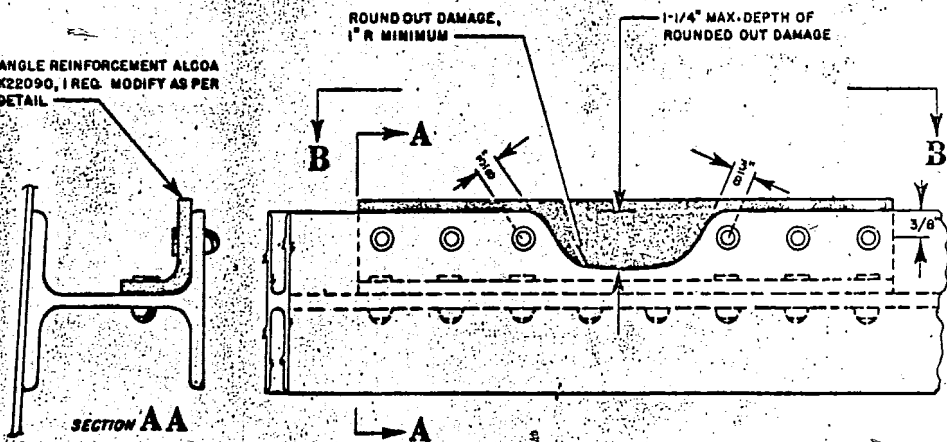


Figure 381—Minor Repair of Front Fuselage Upper and Lower Extruded H Section Longerons

RESTRICTED



AN 61-63-0

NORTH AMERICAN P51D N5460U S/N 44-72192

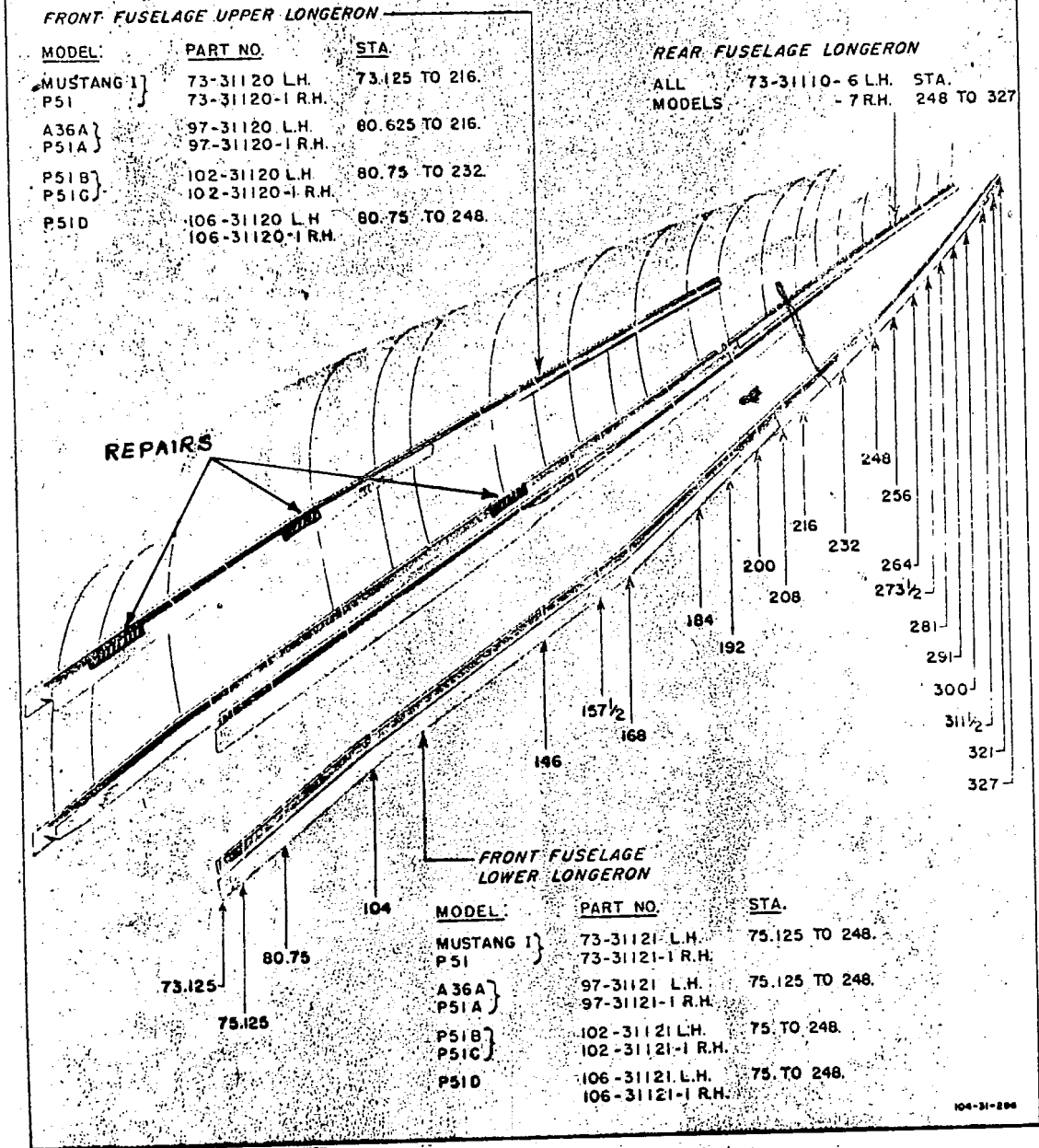


Figure 380-Fuselage Longerons



DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

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

Form Approved  
 Budget Bureau No. 04-R060.1  
 FOR FAA USE ONLY  
 OFFICE IDENTIFICATION

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.

1. AIRCRAFT	MAKE <b>North American</b>	MODEL <b>P-51D</b>
	SERIAL NO. <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>N5460V</b>
2. OWNER	NAME (As shown on registration certificate) <b>John V. Crocker</b>	ADDRESS (As shown on registration certificate) <b>P.O. Box 5085 San Mateo, Ca. 94402</b>

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	<b>V1650-7 Packard</b>	<b>V1650-7</b>	<b>V330918</b>	<b>XXX</b>	
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <b>John Cochran          15 Mountain View Pl.          San Mateo, Ca. 94402</b>	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. <b>AAP 2192510</b>
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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 <b>27 May 1973</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John Cochran</i>
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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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION <b>27 May 1973</b>		CERTIFICATE OR DESIGNATION NO. <b>AAP 1483996 IA</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John V. Crocker</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. Engine overhauled in accordance with procedures outlined in overhaul manual O2-55AC-3. Engine rods, rod bolts, crankshaft magnafluxed. All parts used meet service specifications or requirements. Replated main, blade rod & fork rod bearings used.

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END  
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No previous engine log books. Estimated total time engine: 500:00 hrs.

*John V. Grecker*  
John V. Grecker  
A&P 1483996 IA

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
OFFICE IDENTIFICATION					
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.					
1. AIRCRAFT	MAKE	NORTH AMERICAN		MODEL	P-51-D
	SERIAL NO.	44-72192		NATIONALITY AND REGISTRATION MARK	N5460V
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	JOHN V. CROCKER			15 MOUNTAIN VIEW PLACE SAN MATEO, CALIF	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	PACARD ROLLS ROYCE	1650-7	V-322747 CAU V-336320	REPAIR	ALTERATION
PROPELLER				X	
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
C-VI AEROTRATIVE INC. RTI BOX HALF TOWN 3RD CALIFORNIA 94019		U.S. CERTIFICATED MECHANIC FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION MANUFACTURER		AIP 1865088	
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		SIGNATURE OF AUTHORIZED INDIVIDUAL			
6-21-72		<i>John V. Crocker</i>			
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
6-21-72	IA1515855	<i>Charles H. Kertner</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.)

*MAJOR OVERHAUL OF TRAIL POWER CASE*

- ALL STEEL PARTS MANUFACTURED & CERTIFIED
- ROD & MAIN BEGS REPLATED TO STD. LIMITS
- TRAIL POWER CASES REPLACED WITH SERVICEABLE UNIT #V32277
- OIL PRESSURE & SCRAMBLE PUMPS OUSE HAULED
- OIL PRESSURE RELIEF VALVE OVERHAULED
- CRANK SHAFT REPLACED WITH SERVICEABLE UNIT
- HEADS, BRIMS & SUPERCHARGER INSTALLED AS COMPLETE UNITS.

END

ADDITIONAL SHEETS ARE ATTACHED

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 <b>FOR FAA USE ONLY</b> OFFICE IDENTIFICATION
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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.

1. AIRCRAFT	MAKE <b>North American</b>	MODEL <b>P-51D</b>
	SERIAL NO. <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>NL5460V</b>
2. OWNER	NAME (As shown on registration certificate) <b>John V. Crocker</b>	ADDRESS (As shown on registration certificate) <b>P.O. Box 5085 San Mateo, Ca. 94402</b>

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	<b>Packard Rolls-Royce Merlin</b>	<b>V-1650-7</b>	<b>336320</b>	<b>XIX</b>	<b>XIX</b>
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	C. CERTIFICATE NO.
<b>John V. Crocker dba Pegasus Aviation P.O. Box 5085 San Mateo, Ca.</b>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	<b>AAP 1483996</b>
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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 <b>18 February 1971</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John V. Crocker</i>
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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 FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION <b>18 Feb. 1971</b>	CERTIFICATE OR DESIGNATION NO. <b>AAP 1483996</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John V. Crocker</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.

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

1. Engine disassembled. Connecting rods, rod caps, rod bolts, bearing blocks, crankshaft, supercharger spring drive assembly, reduction drive shaft magnafluxed. Pistons dye checked. Entire engine thoroughly cleaned. Engine assembled in accordance with AF 02-55AD-2, -3, -4. Factory new banks, camshaft assemblies, oil rings, compression rings, intake and exhaust valve springs. Spring tension checked and matched. Blower assembly disassembled, checked, reassembled and brought up to minimum clearance for maximum efficiency. New bronze oil seals installed in supercharger. Resealed heads to crankcase. All new Paro silicone seals used for engine assembly. Stainless steel cotter pins used throughout engine. Carburetor flow checked. Magnetes serviced and bench run. Multiple point springs installed. Ignition harness rebuilt and load tested. New Lodge 1B-3R spark plugs installed.
2. Modifications incorporated in engine:
  - A. Knurled pistons. Knurling of pistons were brought up to maximum circumference outlined in AF 02-55AD-3.
  - B. Grooved fork rod bearings.
  - C. Intermediate oil pressure supplied to camshaft assemblies.

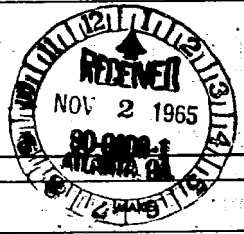
ADDITIONAL SHEETS ARE ATTACHED

992 609 28 NOV 9 1965

FEDERAL AVIATION AGENCY <b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)	Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY OFFICE IDENTIFICATION SO-GADO-1 7-1
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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.

1. AIRCRAFT	MAKE <b>North American.</b>	MODEL <b>P-51D</b>
	SERIAL NO. <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>N5480V</b>
2. OWNER	NAME (As shown on registration certificate) <b>Kenneth G. Burnstine d/b/a Kenann Realty.</b>	ADDRESS (As shown on registration certificate) <b>Post Office Box 11045 Fort Lauderdale, Florida.</b>



3. FOR FAA USE ONLY  
 The repaired article complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in CAR 18.11 (b)  
 10-27-65 *W. W. Cook*  
 Date FAA Inspector SO GADO-1 7

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MODEL	SERIAL NO.	REPAIR	ALTERATION	
AIRFRAME	***** (As described in item 1 above) *****				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT		C. CERTIFICATE NO.
A. AGENCY'S NAME AND ADDRESS	B. KIND OF AGENCY	<b>A&amp;P1033022(IA)</b>
<b>Mr. W. Cook - Jr. 107 Elaine Terrace. Jonesboro, Georgia.</b>	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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 **October 27, 1965** SIGNATURE OF AUTHORIZED INDIVIDUAL *Wm W. Cook*

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 Agency and is  APPROVED  REJECTED

3 BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
<b>10/28/65</b>	<b>A&amp;P1033022(IA)</b>	<i>Wm W. Cook</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.

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

The following listed equipment and associated wiring was installed this date.

Installed on the radio equipment shelf aft of the rear seat and mounted with either 3/16" bolts or Barry mounts.

Eicor Inc. class "A" inverter. C-4 Gyrosin compass amplifier.  
D. M. E. Power supply. C-4 Gyrosin compass control.  
A. R. C. A. D. F. Narco Transciever. (V.H.F.)

A. R. C. Transciever. ( H. F. )  
Installed in instrument panel. Mounted with 6 X 32 inst. screws

R. M. I. Head. lower left of panel.

A. D. F. Indicator. lower right of panel.

Fuel flow indicator. lower center of panel.

Installed above inst. panel below glare shield.

V. H. F. Comm. selector. H. F. Comm selector.

Transponder selector.

Installed in left wing near tip aft of front spar with machine screws.

C-4 Gyrosin compass flux gate.

Installed on supercharger case of engine.

Fuel flow transmitter.

Installed on shelf in fuselage aft of bulkhead aft of rear seat with Barry mounts.

Narco U. D. I. 2R D.M.E. C-4 Gyrosin compass amplifier.

Narco CO-105A D.M.E. Coder. Narco RT-105A D.M.E. Transmitter.

Installed D.M.E. antenna on bottom of left wing aft of main gear.

Installed Transponder ant. on bottom of right wing aft of main gear.

Installed A.D.F. ant. on top of fuselage aft of cockpit.

Installed V.H.F. ant. on top of fuselage aft of cockpit.

Wiring done in accordance with applicable F.A.Rs.

All equipment operationally checked & operation normal.

Equipment pull tested and found to be o.k.

Elect. load computation shows that it does not exceed 80% of gen. cap.

Magnesy flux gate removed from left wing.

All applicable F.A.Rs. have been complied with.

This aircraft test flown by the undersigned ( who is rated at least a private pilot. ) with electrical equipment on and No inter-action was noted.

Name. Ed M. Bunker

Rating. ATR

Cert. #. 133-2053

--- RND ---

ADDITIONAL SHEETS ARE ATTACHED

006 006

806 183

Form approved  
Budget Bureau No. 04-B060.

FEDERAL AVIATION AGENCY

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>North American</b>	MODEL <b>P-51D</b>	SERIAL NO. by Operator or #1 <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>N54607</b>
2. OWNER	NAME (First, middle, last) <b>James K. Leonard</b>		ADDRESS (Street and number, city, zone and State) <b>P.O. Box 1476 Ocala, Florida</b>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in Item 1 above) *****				
b. POWERPLANT	<b>Packard Bellis Rayne</b>	<b>V1650-7</b>	<b>V-136208</b>	<b>X</b>	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA **AFTER** the repairs and/or alterations described below were made. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
<b>Limited</b>	<b>7,207.0</b>	<b>137.16</b>	<b>3,293</b>

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>Bayley Johnson 2783 Springdale Rd. East Point, Georgia</b>	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>1471922 Airframe &amp; Powerplant</b>
---	--	--

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

May 29, 1964 (Date repair and/or alteration completed) **Bayley Johnson** (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)  
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

3  APPROVED } BY {  FAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 REJECTED }  FAA Flight Standards Inspector  Repair Station  Other (Specify) **Inspection Authorization**

May 29, 1964 (Date of approval or rejection) **Frank E. Holtum IA 1464416** (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL 38 JUL 01 1964

a.  Forwarded for engineering comment  See attached memorandum

b.  Accepted 6-15-64 (Date)  Reinspected (Date)  Spot Checked (Date)

**S. O. REG. GADO-8** 7-8 **Frederick T. Fisher** (Signature Flight Standards Inspector)

# MICRO INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

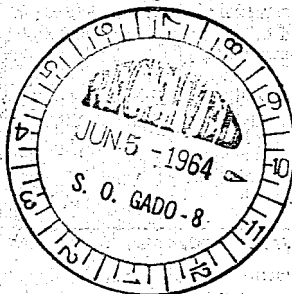
**8. DESCRIPTION OF WORK ACCOMPLISHED.\***

The following work was done in accordance with C.A.M. 18 and T.O. 2B-V1650-13 :

"A" bank assembly (right side) removed and replaced with a new bank assembly (serial #15-1014-2) supplied from Aero International, Miami, Fla., including block assembly, head assembly, and new piston rings, new exhaust valves, new intake valves, new valve springs and all new seals and gaskets .

Engine was ground run one hour, with 30 seconds at full power .

No weight change



\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

MAR 11 1963

FEDERAL AVIATION AGENCY

Form approved.  
Budget Bureau No. 41-B0224

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE North American	MODEL F-51D	SERIAL NO. 44-72192	NATIONALITY AND REGISTRATION MARK N5460V
2. OWNER	NAME (First, middle, last) James H. Bohlander		ADDRESS (Street and number, city, zone and State) 285 Fremont St. Roselle, Illinois	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check) MAJOR REPAIR    MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			
b. POWERPLANT	Peckard Rollsroyce	V-1650-7	V336208	XXX
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA    This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable. *AFTER the repairs and/or alterations described below were made.				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Limited	7207	137.16	3293	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS Victor L. Zarlinga 3747 N. Harlem Ave. Chicago 34, Illinois		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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		c. CERTIFICATE NO. A&P 1291216
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge. Feb. 20, 1963 (Date repair and/or alteration completed) <i>Victor L. Zarlinga</i> (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items) Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is				
<input checked="" type="checkbox"/> APPROVED    BY <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) Inspection Authorization				
Feb. 20, 1963 (Date of approval or rejection)		<i>Victor L. Zarlinga</i> (Signature of authorized individual; title or identification number)		A&P 1291216 IA
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input checked="" type="checkbox"/> Accepted <u>3-13-63</u> <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked (Date)    (Date)    (Date)				
CE (FAA Inspector number)		<i>W. W. ...</i> (Signature Flight Standards Inspector)		



FEDERAL AVIATION AGENCY

Form approved.  
Budget Bureau No. 04-R060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>North American</b>	MODEL <b>P-51-D</b>	SERIAL NO. <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>N5460V</b>
2. OWNER	NAME (First, middle, last) <b>Wayne W. Wilson Co.</b>		ADDRESS (Street and number, city, zone and State) <b>21167 Ryan Road Warren, Michigan</b>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				<b>X</b>
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA **This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.**  
\*AFTER the repairs and/or alterations described below were made.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
<b>Limited</b>	<b>7807</b>	<b>187.16" aft of datum</b>	<b>3293</b>

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>Waterman P. Brown, Jr. Lake Air Corp. Michigan City, Indiana</b>	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certified Mechanic. <input type="checkbox"/> Foreign Certified Mechanic. <input type="checkbox"/> Certified Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>A&amp;E 1081980</b>
---	---	--

I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

**8/2/62** (Date repair and/or alteration completed) Waterman P. Brown, Jr. (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)  
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY {  FAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 REJECTED }  FAA Flight Standards Inspector  Repair Station  Other (Specify) **Insp. auth.**

8/2/62 (Date of approval or rejection) Waterman P. Brown, Jr. 1A1081980 (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a.  Forwarded for engineering comment  See attached memorandum **18 OCT 23 1962**

b.  Accepted 8/6/62 (Date)  Reinspected (Date)  Spot Checked (Date)

**CE**  
**GADO 18** (FAA designation number) H. G. Maine (Signature Flight Standards Inspector)

### INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

#### 8. DESCRIPTION OF WORK ACCOMPLISHED.

A folding pilot seat designated as LAC-51-DPS was installed identical to that installed in P-51D, N6519D and installed in accordance with data previously approved for duplication by FAA, South Bend, Indiana, Office GADO-18. Weight change over original seat configuration is negligible. A rear seat safety belt bracket identical to that installed in P-51D, N6519D was bolted to outside fuselage skin and formed to make a clevis pull at bulkhead station arm 206.

RECEIVED  
FEDERAL AVIATION AGENCY  
DWK  RDH  AUG 6 1962 WBS  RBM   
GENERAL AVIATION DISTRICT OFFICE #18  
SOUTH BEND, INDIANA

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached:

FEDERAL AVIATION AGENCY

Form approved.  
Budget Bureau No. 41-R0824

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT MAKE	North American	MODEL	F-51D	SERIAL NO.	44-72192	NATIONALITY AND REGISTRATION MARK	N 5460V
2. OWNER NAME (First, middle, last)	Wayne W. Wilson Co.			ADDRESS (Street and number, city, zone and State)			
			21167 Ryan Rd., Warren, Mich.				

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

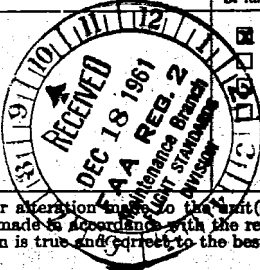
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	Packard Rolls	V-1650-7	V-336208	X	
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Limited	7198 lb.	137.05" aft.	3302 lb.

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS	b. KIND OF AGENCY	c. CERTIFICATE NO.
Bayley Johnson 2044 8th St. Sarasota, Florida.	<input checked="" type="checkbox"/> U. S. Certified Mechanic. <input type="checkbox"/> Foreign Certified Mechanic. <input type="checkbox"/> Certified Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	A&P 1471922



d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

December 5, 1961 (Date repair and/or alteration completed) Bayley Johnson (Signature of authorized individual) A&P 1471922

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED } BY {  FAA Designee     Manufacturer     Canadian Department of Transport Inspector of Aircraft  
 REJECTED }     FAA Flight Standards Inspector     Repair Station     Other (Specify) Inspection Authorization.

December 5, 1961 (Date of approval or rejection) M. Armstrong (Signature of authorized individual; title or identification number) 1A P 35-41

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

Forwarded for engineering comment     See attached memorandum  
 Accepted Dec. 11, 1961 (Date)     Reinspected (Date)     Spot Checked (Date)

Reg. 2 FW ASDO 21 (FAA designation number)    C. J. Kubicki (Signature Flight Standards Inspector)

JAN 10 1962

SU-234

### INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

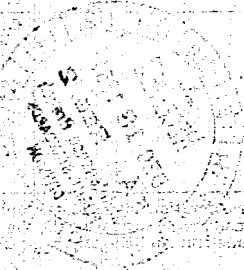
See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

**5. DESCRIPTION OF WORK ACCOMPLISHED.**

The following work was done in accordance with CAM 18 and T.O. 2R-V1650-13:

"A" bank assembly (Right Side) removed and replaced with a new bank assembly, including block assy, head assy, and new piston rings, new exhaust valves, reconditioned intake valves, used serviceable valve springs, and all new seals and gaskets.

Engine was ground-run one hour, with ~~two minutes~~ <sup>30 seconds</sup> at full power.



A.C.U.

JAN 10 1985

OKLAHOMA CITY, OKLA.

DEC 20 1 27 PM '85

If additional space is needed attach additional sheets bearing aircraft registration mark and date work completed.  
Check block if additional sheets are attached.

FAA  
RECORD AND AIRCRAFT  
BRANCH

Reg. 5 PM  
ADD 51  
Form FAA-837 (4-82)

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

Form approved.  
Budget Bureau No. 41-B0524.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>North American</b>	MODEL <b>F-51D</b>	SERIAL NO. <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>N 5460V</b>
2. OWNER	NAME (First, middle, last) <b>Wayne W. Wilson, Co.</b>		ADDRESS (Street and number, city, zone and State) <b>21167 Ryan Rd. Warren, Mich.</b>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME				<input checked="" type="checkbox"/>	
b. POWERPLANT					
c. PROPELLER					
4. APPLIANCE	TYPE AND MANUFACTURER <b>ASDO 21</b>				



4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
Limited	7198#	137.05 "	3302#

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>James S. Wigg Trans Florida Aviation. P.O. Box 4241. Sarasota, Florida</b>	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>A&amp;E M-17487</b>
---	--	--

d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

March 11, 1961  
(Date repair and/or alteration completed)

*James S. Wigg*  
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)  
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

APPROVED } BY {  CAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 REJECTED }  CAA Aviation Safety Agent  Repair Station  Other (Specify)  
**Inspection Authorization**

March 11, 1961  
(Date of approval or rejection)

*James S. Wigg*  
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a.  Forwarded for engineering comment  See attached memorandum

b.  Accepted 3-17-61 (Date)  Reinspected \_\_\_\_\_ (Date)  Spot Checked \_\_\_\_\_ (Date)

**Reg. 2 FW**  
**ASDO 21**  
(CAA designation number)

*James C. Clark J. R.*  
(Signature of Aviation Safety Agent)

**A. C. U.**  
**APR 11 1961**

### INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

**8. DESCRIPTION OF WORK ACCOMPLISHED.**

Rudder recovered with fabric per  $\frac{1}{2}$  specification AMS 3806.

Six coats of clear CAB dope.

Twelve coats of Aluminum pigmented CAB dope.

All work in accordance with CAM 18.

OKLAHOMA CITY, OKLA.  
APR 3 2 54 PM '61  
FAA  
RECORDS AND BRANCH

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

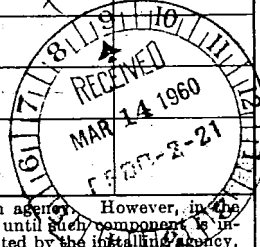
Form approved.  
Budget Bureau No. 41-80524

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <b>NORTH AMERICAN</b>	MODEL <b>F-51D</b>	SERIAL NO. <b>44-72192</b>	NATIONALITY AND REGISTRATION MARK <b>N 5460 V</b>
2. OWNER	NAME (First, middle, last) <b>WAYNE W. WILSON COMPANY</b>		ADDRESS (Street and number, city, zone and State) <b>21167 Ryan Road Warren, Michigan</b>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			X	
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				



4. AIRCRAFT WEIGHT AND BALANCE DATA This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.  
\*AFTER the repairs and/or alterations described below were made.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
LIMITED	7198	137.05	3302

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>GEORGE J. BRICE 1901 29th Street West Bradenton, Florida</b>	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>A &amp; E 542012</b>
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d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

**12 March, 1960**  
(Date repair and/or alteration completed)

*George J. Brice*  
(Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is

APPROVED } BY  CAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 REJECTED }  CAA Aviation Safety Agent  Repair Station  Other (Specify) **Inspection Authorization**

**2 March, 1960**  
(Date of approval or rejection)

*George J. Brice*  
**George J. Brice A&E542012**  
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a.  Forwarded for engineering comment  See attached memorandum  
b.  Accepted **3-14-60**  Reinspected  Spot Checked **VH**

**Reg. 2 FW**  
**ASDO 21**  
(CAA designation number)

*Ray B. Kimmel*  
(Signature Aviation Safety Agent)

**INSTRUCTIONS**

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

**8. DESCRIPTION OF WORK ACCOMPLISHED.\***

**SHIP WEIGHED TO GET CORRECT WEIGHT AND BALANCE.**

Equipment same as on Equipment list of W & B of 1/7/58

Ship weighed with FULL fuel and 8 gallons of oil.

ITEM	WEIGHT	ARM	MOMENT
Left Main Wheel	3680	117	430560
Right Main Wheel	3690	117	431730
Tail Wheel	992	311.7	309206
<b>TOTAL</b>	<u>8362</u>		<u>1171496</u>
Gasoline	-1104		-179952
	<u>7258</u>		<u>991544</u>
	-60		-7000
	<u>7198</u>		<u>984544</u>

EWCG  $\frac{984544}{7198} = 137.05$

**END**

*George Brice*

\*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

Form No. LA-40  
(Formerly 6-40)  
Rev. 9/29/53

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
Los Angeles 45, California

AIRCRAFT WEIGHT AND BALANCE REPORT

MAKE North American MODEL P-51-D SERIAL 44-72192N REGISTRATION # N-5460-V  
DATUM IS \_\_\_\_\_

A. COMPUTED AS FOLLOWS IF AIRCRAFT WEIGHED

1. Leveling means: \_\_\_\_\_
2. Main wheel weighing point is located ( \_\_\_\_\_ " FORWARD) ( 94.3 " AFT)
3. Actual measured distance from the main weight point centerline to the tail (or nose) point centerline 210.0 "
4. Oil over and above "ZERO" tank reading - (a. \_\_\_\_\_ Gals.) (b. \_\_\_\_\_ lbs.)  
(c. \_\_\_\_\_ In.)

B. ACTUAL EMPTY WEIGHT

Weight Point	Scale Reading	Tare	=	Net Weight
5. Right	<u>3690</u>	<u>0</u>		<u>3690</u>
6. Left	<u>3660</u>	<u>+10</u>		<u>3670</u>
7. Tail	<u>220</u>	<u>-5</u>		<u>220</u>
8. Nose				
9. Total Net Weight				<u>7580</u>

WEIGHT WITNESSED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

C. CENTER OF GRAVITY AS WEIGHED

10. C.G. relative to main wheel weighing point:
  - (a) Tail wheel airc. (Item 3 210.0 X 220 (Item 7) = 6.09 = C.G.
  - (b) Nose wheel airc. (Item 3 7580 X (Item 9) = \_\_\_\_\_ = C.G.
11. C.G. relative to datum: STA 0"
  - (a) Tail wheel airc. (Item 10a) added to (Item 2) = 100.90 = C.G.
  - (b) Nose wheel airc. (Item 10b) added to (Item 2) = \_\_\_\_\_ = C.G.

D. COMPUTED IF AIRCRAFT WEIGHED WITH OIL (Item 4)

	Weight	X	Arm	=	Moment
Aircraft	(9) <u>7580</u>		(11) <u>100.40</u>		<u>761,032.00</u>
Less Oil <u>BALLAST</u>	(4b) <u>212</u>		(4c) <u>249.10</u>		<u>52,709.20</u>
Empty Totals	(a) <u>7288</u>		<u>80.00</u>		<u>7,360.00</u>
	(b) <u>96.16 - 119.1</u>		(c) _____		<u>760,962.80</u> (b)
12.	(a) <u>79.6</u>		(c) <u>28.82</u>		= Empty weight C.G.

REPAIR AGENCY D. Research Aviation 1022 DATE 2-7-58  
Name Number

(Over)

Reg. 4 LA  
ASDO 1

**E. EQUIPMENT LIST**

\* Required or Optional Item Numbers as Shown in Aircraft Specification

Hydraulic pump 95-29391 PSCB	Fuel pump G-9 PSCC	Prop Gov HG-16-G21D	Aeroproducts
Vacuum pump IP-182F PSCC	Lighting S-12 ROP-4 WA	Propeller A-502-A-1	Aeroproducts
Engine Packard 10B 1650-7	Lighting S-12-LRP-4 (WA)	Generator O-4	General Elect.

**Equipment List**

Item	Make	Model	Weight	Arm	Moment
Wheels 53044 (Goodyear)	Air Cooler VAP 8000	United Aircraft			
Brakes 511247 (Goodyear)	Starter - F-9900-8410	(Eclipse)			
Carburetor PD-18A1 (Stromberg)	After cooling pump 617412	(Packard)			

Enter above those items included in the empty weight

**F. WEIGHT AND BALANCE EXTREME CONDITIONS**

Approved fwd. limit	Approved max. weight			Approved aft limit		
	FORWARD CHECK			REARWARD CHECK		
	Weight X	Arm	= Moment	Weight X	Arm	= Moment
Airc. Empty	7288 (9 or 12a)	96.16 (11 or 12c)	700,862.80	7288 (9 or 12a)	96.16 (11 or 12c)	700,862.80
Oil	92	80	7,360.00	92	80	7,360.00
Pilot	200	125	25,000.00	200	126	25,000.00
Fuel	1104	127	140,208.00	720	127	91,440.00
Passenger(s)						
Baggage						
<b>TOTAL</b>	<b>8684</b>		<b>873,343.80</b>	<b>8300</b>		<b>824,662.80</b>
	TM =			TM =		
	TW 23.29		M.A.C TW			
	Most forward C.G. location			Most rearward C.G. location 24.81 M.A.C		

**G. LOADING SCHEDULE**

Gallons of Fuel	Number of Passengers	Pounds of Baggage

The above includes pilot and capacity oil

**H. EQUIPMENT CHANGE**

	Computing New C.G.		
Item, Make and Model*	Weight X	Arm	= Moment
Airc. Empty	(9 or 12a)	(11 or 12c)	
<b>NET TOTALS</b>			
	NM = New C. G.		
	NW		

\*ITEM NUMBERS WHEN LISTED IN PERTINENT AIRCRAFT SPECIFICATION MAY BE USED IN LIEU OF "ITEM, MAKE, AND MODEL."

APPROVED BY: Joe Adams AOE 31021 DATE 2-7-58