



US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark USA - N6979C	Serial No. 42-85408	
	Make North American	Model AT 6	Series D
2. Owner	Name (As shown on registration certificate) California Warbirds, Inc.		Address (As shown on registration certificate) 2190 Teakwood Court
			City Hollister State California Zip 95023 Country USA

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Douglas R Jackson	Address 1155 Stony Brook Drive City Hollister State California Zip 95023 Country USA	<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
		<input type="checkbox"/> Certificated Repair Station	533367026 A & P
		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual <i>DR Jackson</i> Douglas R Jackson 9/3/2010
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport Other (Specify)
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	

Certificate or Designation No. 2112815 FA	Signature/Date of Authorized Individual <i>Gerald Gabe</i> GERALD GABE 9/3/2010
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Supplies for the year ending 1964, and for the year ending 1965, and for the year ending 1966.

1963 1964 1965

1966

The following table shows the quantities of supplies used in the year ending 1964, and for the year ending 1965, and for the year ending 1966.

The following table shows the quantities of supplies used in the year ending 1964, and for the year ending 1965, and for the year ending 1966.

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.)

USA	N6979C
Nationality and Registration Mark	

9/3/2010
Date

Repaired left elevator by removing all covering and replacing rib 11 (part # 23-22004), rib tip (part # 55-22035) and cap end (part # 55-22023) IAW AC 43-13-1 Chapter 2 paragraph 99 (riveting). Added doubler to trailing edge of rib #10 per AC 43-13-1 Chapter 2, paragraph 100c and Figure 2.22 (d).

Elevator covered IAW STC Poly Fiber process approved for AT-6D, SA1008WE . STC (1 page) and approved Model list (2 pages) are attached. Weight and balance change negligible.

----- END -----

Additional Sheets Are Attached

REPUBLIC OF THE PHILIPPINES
DEPARTMENT OF EDUCATION
BUREAU OF EDUCATION

MEMORANDUM

TO: [Illegible]

FROM: [Illegible]

DATE: [Illegible]

SUBJECT: [Illegible]

[Illegible body text]

[Illegible signature line]

[Illegible body text]

[Illegible body text]

[Illegible body text]

[Illegible body text]

[Illegible signature and name]



[Illegible body text]

United States of America
 Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA1008WE

This certificate, issued to Poly-Fiber, Inc.
 4320 Rubidoux Blvd.
 Riverside, California 92519

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the * Regulations.*

Original Product — Type Certificate Number: * *See attached Master Eligibility List
Make: * Number 1008 for list of approved
Model: * airplane models and applicable
 airworthiness regulations.

Description of Type Design Change:

Remove original cloth covering and install Poly-Fiber covering material in accordance with Poly-Fiber Covering Kit. No. 1 consisting of Pages 2, 3, and 4, dated November 1975, of the Poly-Fiber Procedures Manual No. 1 or later FAA approved revision thereto, Poly-Fiber Source of Materials and Poly-Dope Products Process Specification No. 50.

Limitations and Conditions: The approvals of this change in type design applies basically to those aircraft models listed on the attached sealed FAA Approved Master Eligibility Application List No. 1008. This approval should not be extended to other specific airplanes of those models on which previously approved modifications are incorporated unless it is determined that the inter-relationship between this change and any of those other previously approved modifications will introduce no adverse effects upon the airworthiness of those airplanes.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: May 20, 1965 *Date issued:* October 6, 1992
Date of issuance: July 26, 1965 *Date amended:* March 18, 1966, March 22, 1976



By direction of the Administrator
Robert Charter
 ACT 1989 Manager, Los Angeles Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.
This certificate may be transferred in accordance with FAR 21.47.

SECRET

This document contains information that is classified as SECRET. It is intended for the use of authorized personnel only. The information contained herein is the property of the United States Government and is not to be distributed outside the government without the express written permission of the appropriate authority. This document is to be controlled in accordance with the provisions of Executive Order 11652, dated August 3, 1950, and Executive Order 11652, dated August 3, 1950, and Executive Order 11652, dated August 3, 1950.

SECRET

This document contains information that is classified as SECRET.

No.	Description	Quantity	Unit	Value	Total
1
2
3
4
5
6
7
8
9
10

The Poly-Fiber STC

This is the list of all the certified aircraft approved to date for covering in Poly-Fiber.

Here is how the system was developed. After each of these aircraft was covered in Poly-Fiber or Ceconite, an FAA Flight Standards District Office (FSDO) airworthiness representative inspected the airplane and filled out a Form 8100-1 Conformity Inspection Record. The FSDO then forwarded this 8100-1, and the aircraft was included in this Master Eligibility List.

If you are covering an aircraft not on this list, no problem. Simply call your closest FSDO and request a conformity inspection. They will inspect the airplane and submit the 8100-1. A copy of this form with the appropriate notes and addresses for the inspector is shown on the previous page. A Form 337 can be submitted to the same inspector who does the conformity inspection.

FAA Master Eligibility List (MEL) No. 1008 Poly-Fiber, Inc. For Installing Fabric Covering

Issue Date: July 26, 1965

Item No.	Aircraft Make	Model	Original Type Certificate	Components	AML Amend.
1	Aeronca	C-2 Standard, C-2 Scout, PC-2	ATC 351	All fabric covered components	7/1/65
2	Aeronca (American Champion / Bellanca / Trytek)	C-3, PC-3	A-396	All fabric covered components	
3	Aeronca (American Champion / Bellanca / Trytek / Gores)	K, KS	A-634	All fabric covered components	
4	Aeronca	LC, LCS	ATC 614	All fabric covered components	
5	Aeronca (American Champion / Bellanca / Trytek)	O-58A (Army L-3A), O-58B (Army L-3B, L-3C), SO-58B	A-751	All fabric covered components	
6	Aeronca (Gores)	50-C, 65-C, 65-CA (Army L-3F), S-50-C, S-65-C, S-65-CA, KCA	A-675	All fabric covered components	
7	Aeronca (Trytek/Gores)	50-L, 50-LA, 65-LA, 65-LB (Army L-3G)	A-702	All fabric covered components	7/1/65
8	Aeronca (American Champion / Bellanca / Trytek)	50-TC, 60-TF, 65-TC (Army L-3J), 65-TF, 50-TL, 65-TL, 65-TAC (Army L-3E), 65-TAF (Army L-3D), 65-TAL, YO-58 (Army L-3)	A-728	All fabric covered components	
9	Aeronca (Bellanca / American Champion)	Champion 7AC, 7ACA, S7AC, 7BCM (Army L-16A), 7CCM (Army L-16B), S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7K CAB	A-759	All fabric covered components	

Item No.	Aircraft Make	Model	Original Type Certificate	Components	AML Amend.
144	Maule	Bee Dee M-4, M-4, -4C, -4S, -4T; M-4-180C, S, T; M-4-210, C, S, T; M-4-220, C, S, T; M-5-180C, -200, -210C, -210TC, -220C, -235C; M-6-180, -235; M-7-235; MX-7-235, -180	3A23	All fabric covered components	
145	McKinnon	G-21G	4A24	All fabric covered components	
146	Meyers	OTW, -KR, -145, -160	A-736	All fabric covered components	
147	Monocoupe	90, 90A, 90AF, 90AF-100, 90AL-115	A-306	All fabric covered components	
148	Monocoupe	110	TC-327		
149	Mooney	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G	2A3	All fabric covered components	
150	Mooney Mite	M-18C, -18C55, -18L, -18LA	A-803	All fabric covered components	
151	Moth/Hawker	60GM, 60GMW	ATC 197	All fabric covered components	
152	Naval Aircraft Factory	Navy N3N-3	A-2-569	All fabric covered components	
153	Nord-Aviation (Aerospatiale)	Nord 262 A-12	A6EU	All fabric covered components	7/1/01
154	Noorduyn	Army UC-64, Norseman Mark VI, UC-64A, UC-64B, UC-64AS	A-2-578	All fabric covered components	7/1/01
155	North American	BC-1A, AT-6 (SNJ-2), -6A (SNJ-3), -6B, -6C (SNJ-4), -6D (SNJ-5), -6F (SNJ-6, -7), T-6G	A-2-575	All fabric covered components	
156	North American (Shell)	Army RB-25; B-25C, G, H, J; B-24N; TB-25N	LTC-2	All fabric covered components	
157	North American (Cavalier)	Army P-51C, D, K	LTC-11	All fabric covered components	
158	Nelson	BB-1 Glider	GTC 19	All fabric covered components	
159	Pasped	Skylark W-1	TC 2-546	All fabric covered components	
160	Piaggio	P.136-L, -L1, -L2	A-813	All fabric covered components	
161	Piper	Cub E-2	ATC 455	All fabric covered components	
162	Piper	J-2	ATC 595	All fabric covered components	
163	Piper	J3C-40, -50, -50S, -65 (Army L-4, L-4A, L-4B (Navy NE-1), L-4H, L-4J (Navy NE-2)), -65S, PA-11, PA-11S	A-691	All fabric covered components	
164	Piper	J3F-50, -50S, -60, -60S, -65 (Army L-4D), -65S	A-692	All fabric covered components	

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY
5708 SOUTH CAMPUS DRIVE
CHICAGO, ILLINOIS 60637
TEL: 773-936-3700
FAX: 773-936-3701
WWW: WWW.CHEM.UCHICAGO.EDU

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 AT-6D
	SERIAL NO. 42-85408	NATIONALITY AND REGISTRATION MARK USA
2. OWNER	NAME (As shown on registration certificate) CALIFORNIA WARRIORS	ADDRESS (As shown on registration certificate) 2190 TEAKWOOD CT. HOLLISTER, CA. 95023

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					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS DOUGLAS R. JACKSON 1155 STONY BROOK DR. HOLLISTER, CA. 95023	B. KIND OF AGENCY	C. CERTIFICATE NO. 533367026 AEP
	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	
	FOREIGN CERTIFICATED MECHANIC	
	CERTIFICATED REPAIR STATION	
	MANUFACTURER	

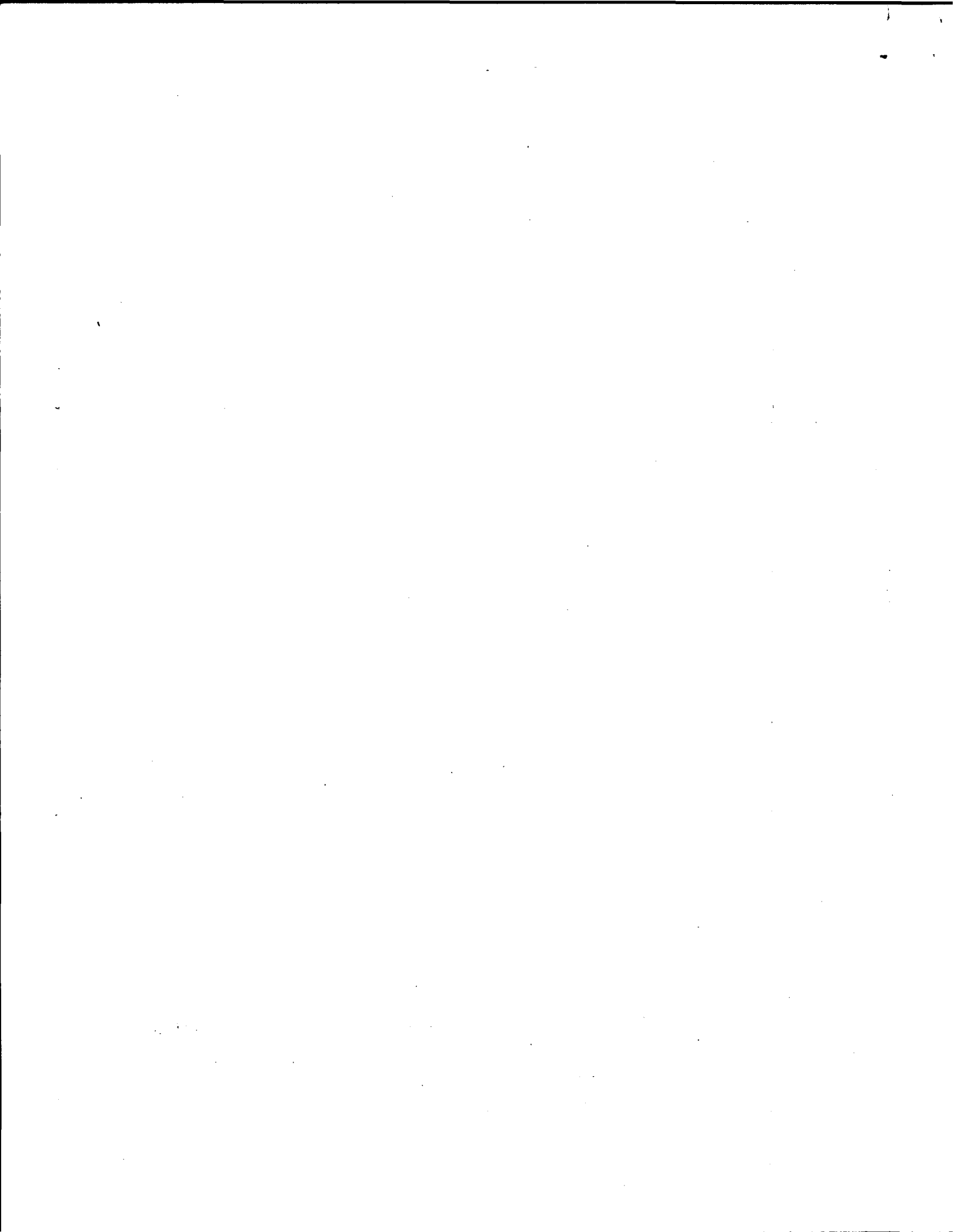
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE Dec. 16, 2005	SIGNATURE OF AUTHORIZED INDIVIDUAL DR Jackson
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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	X	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 12-16-05	CERTIFICATE OR DESIGNATION NO. 1860344	SIGNATURE OF AUTHORIZED INDIVIDUAL Ed Jones			



ADDITIONAL SHEETS ARE ATTACHED

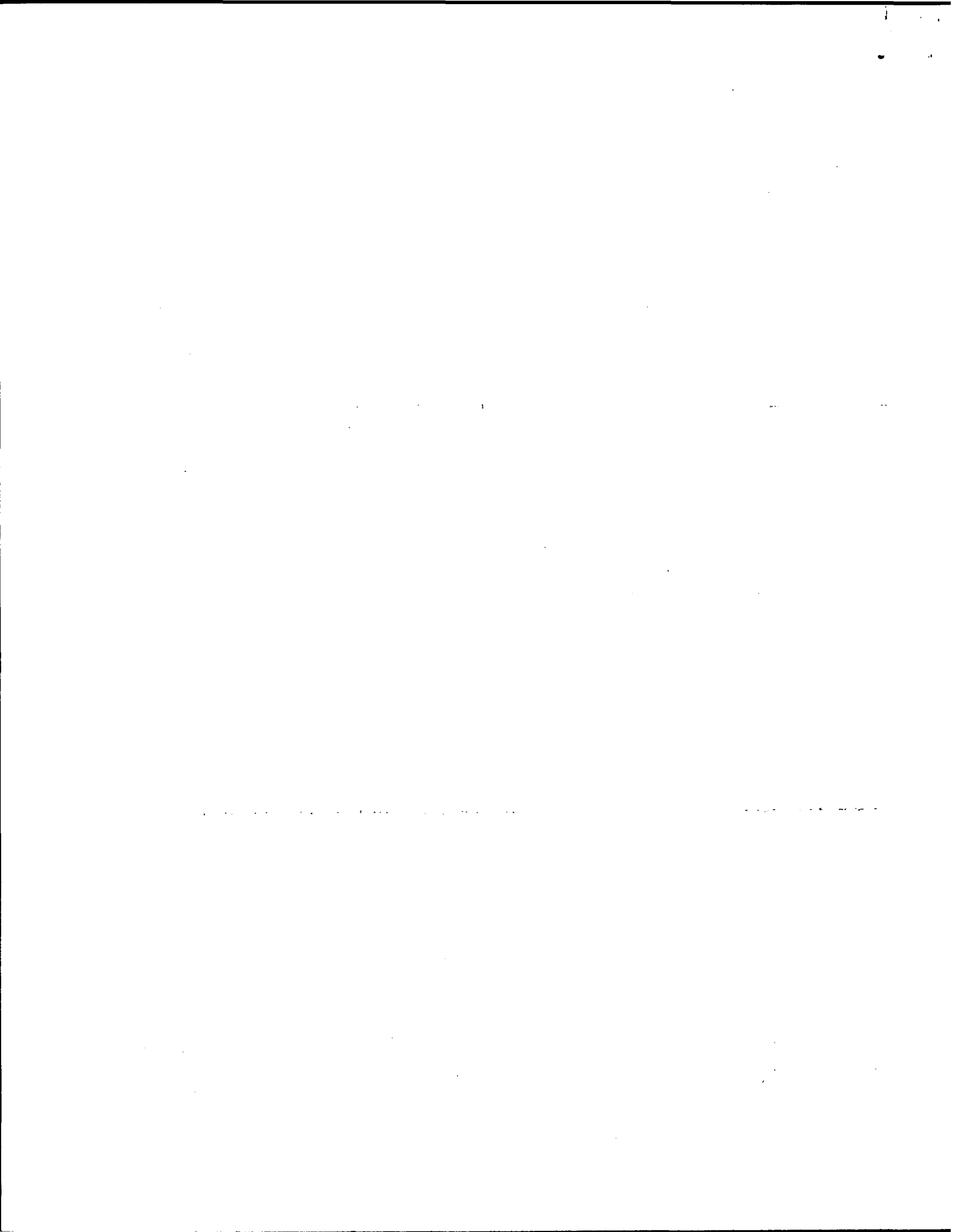
RIGHT ELEVATOR INBOARD RIB REPAIRED PER AC 43-13-1
CHAPTER 2, PARA 100C AND FIGURE 2.22(D)

ELEVATOR COVERED PER CEGONITE AIRCRAFT COVERING
PROCESS APPROVED FOR AT-6D. FIRST PAGE OF PROCESS
AND FAA APPROVED MODEL WST No. SA4503NM
ARE ATTACHED.

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

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.



The Covering Process

NOTE: See the back of this manual for recommended brand names of the products described in the text.

The hours you spend preparing for the minutes you'll spend spraying will result in extra years of enjoyment. Keep that in mind. There is no substitute for thorough meticulous preparation. If you haven't got the patience it takes, pay someone else to do it.

Surface Preparation

Whether you're preparing a steel, aluminum, or wood structure, do not use any of the familiar one-part zinc chromate primers or "spar" varnishes, the type you find in hardware stores. The fabric cements and dopes used in covering aircraft will wrinkle and lift them, causing a very unsafe condition unseen beneath the fabric.

Use only two-part epoxy primers or varnishes. They are unaffected by cements and dopes. Two-part epoxy products may also be sprayed right over old one-part materials for a safe attachment surface and additional protection from the elements.

Wood Surfaces

Dry-sand old flaking varnish scale. You needn't remove all the old varnish, just the loose parts. After sanding, wipe the surface with paint cleaning solvent to remove any grease and contamination. Then wipe with a clean dry rag.

Now apply a **two-part epoxy varnish** directly to the surface. Thin according to the directions.

Metal Tubing

If you are re-covering a tube-and-rag airplane,

you must first remove ALL the old fabric. Once you do that, you'll be presented with tubing structures loaded with old primer and cement. There may also be some rust. **If the rust is extensive**, you are probably facing some metal repair. Examine the structure carefully, marking areas that will need fixing. Make all needed structural repairs now, replacing damaged tubing or other members in accordance with accepted standards and practices.

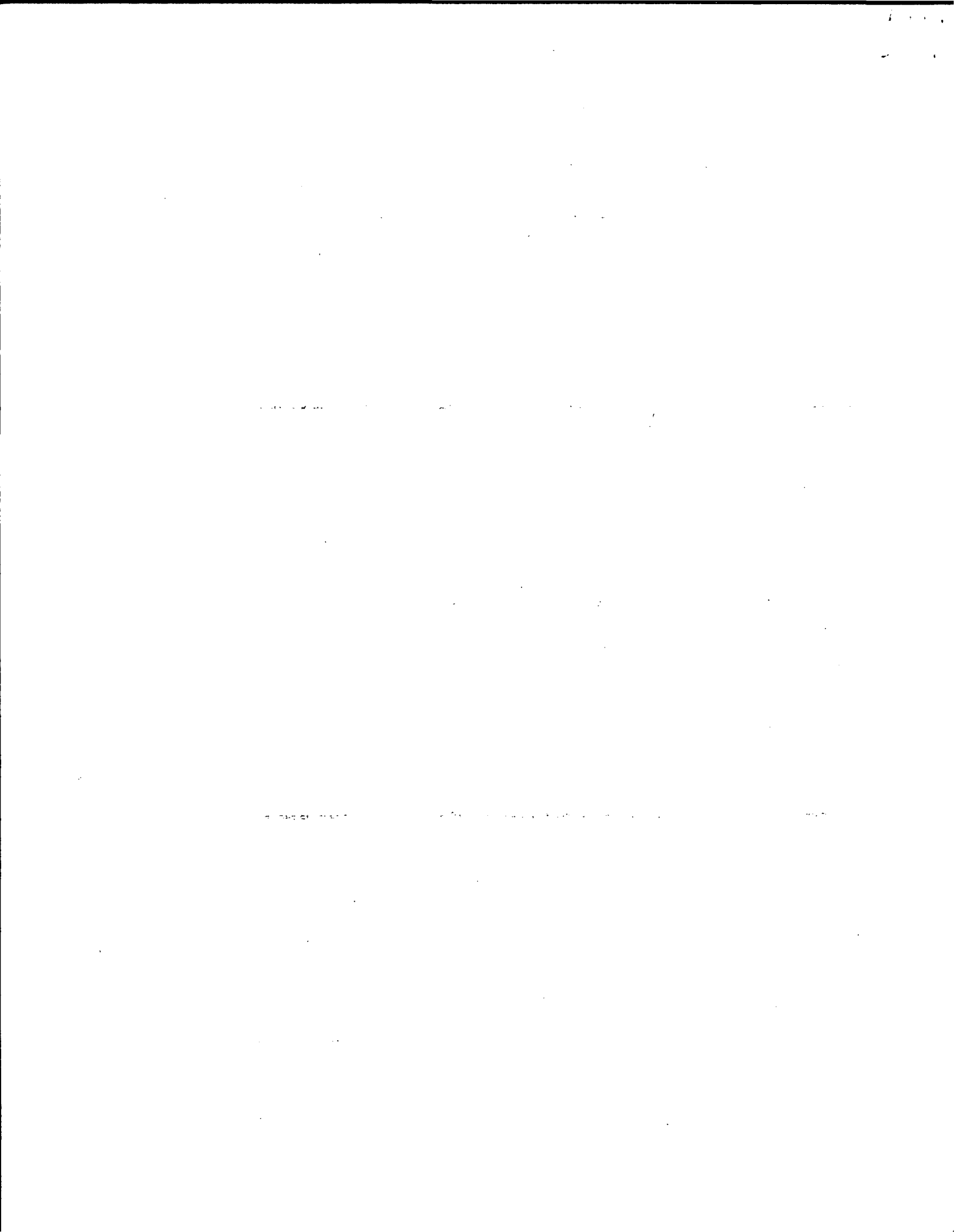
Remove the old cement, paint, primer, and rust **WITHOUT** pitting or damaging good metal under it. The best way to do this is by blasting it with one of the many media now available. Take a painted tubing scrap to the blaster and test-blast it first. Try to find the combination of air pressure and media that will remove the paint and nothing else. Care taken now is important.

Once the structure has been repaired and stripped, the metal must be protected as soon as possible. Letting more than an hour or two go by between blasting and priming invites new rust to begin forming. Be sure to have everything you need – cleaner, primer, catalyst, reducer, spray equipment, and spraying area ready to spray – **BEFORE** you have the structures blasted.

Immediately before priming, wipe the bare areas with **metal surface cleaner** to remove all traces of oil, grease, and contamination. Wipe dry with a clean rag.

Finally, prime with **epoxy primer**.

If the metal is in good shape, you can just deal with the few spots of rust and let it go at that. If the areas are small, you can remove it with dry sandpaper and elbow



FAA Approved Model List (AML) No. SA4503NM

Ceconite, Inc.

For Installing Fabric Covering

Issue Date: June 6, 1988

Aircraft	Aircraft	Original Type Cert.	Components	AML Amend.
132	Martin	202, 202A	TC 795	Rudder
133	Martin	404	TC 1A7	Rudder
134	Maule	M-4-210C	3A23	Horizontal stabilizer, elevator
135	Maule	M-5-235C	3A23	Fuselage, rudder, elevators
136	McKinnon	G-21G	4A24	Ailerons, rudder, elevators
137	Monocoupe	90, 90A, 90F, 90AF-100, 90AL-115	TC 306	Complete aircraft
138	Mooney	M-18C, M-18C55, M-18LA	TC 803	Wings, ailerons, rudder, horizontal and vertical stabilizers, elevators
139	Mooney	Mark 20, Mark 20A	TC 2A3	Ailerons, rudder, elevators, flaps
140	Moth	60-GM	ATC 197	Complete aircraft
141	Navy	N3N-3	2-569	Wings, ailerons, rudder, horizontal and vertical stabilizers, elevators
142	Noorduyn	Norseman (Army) UC-64, UC-64A, UC-64B, UC-64AS	2-578	Complete aircraft
143	Nord Aviation	262 A-12	A6EU	Upper rudder
144	North American	B-25J, B-25N	LTC 2	Ailerons, rudder, elevators
145	North American	TB25J	LTC 2	Ailerons, rudder, elevators
146	North American	(Army) P-51C, P-51D, P-51K	LTC 11	Rudder
147	North American	BC-1A, AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6, SNJ-7), T-6G	2-575	Ailerons, rudder, elevators
148	Piaggio	P.136-L1	A-813	Elevator
149	Piper	J3F-50, J3F-50S, J3F-60, J3F-60S, J3F-65 (Army L-4D), J3F-65S	TC 692	Complete aircraft
150	Piper	J3L, J3L-S, J3L-65 (Army L-4C), J3L-65S	TC 698	Complete aircraft
151	Piper	J4, J4A, J4A-S	TC 703	Complete aircraft
152	Piper	J4B	TC 708	Complete aircraft
153	Piper	J4E (Army L-4E)	TC 740	Complete aircraft
154	Piper	J4F	TC 721	Complete aircraft
155	Piper	J5A (Army L-4F), J5A-80, J5B (Army L-4G), J5G, AE-1, HE-1	TC 725	Complete aircraft
156	Piper	PA-11, PA-11S, J3C-40, J3C-50, J3C-50S, J3C-65 (Army L-4, L-4A, L-4B, L-4H, L-4J, Navy NE-1, NE-2), J3C-65S	TC 691	Wings, fuselage, ailerons, horizontal and vertical stabs, rudder, elevators
157	Piper	PA-12, PA-12S	TC 780	Complete aircraft
158	Piper	PA-14	TC 797	Wings, fuselage, vertical stabilizer
159	Piper	PA-15	TC 800	Complete aircraft
160	Piper	PA-16, PA-16S	TC 1A1	Wings, fuse, ailerons, rudder, elev

11241-0622-37 JUL 11 '67

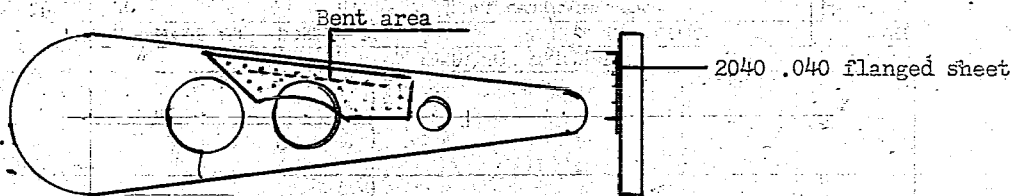
FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	North American		MODEL	AT 6 D
	SERIAL NO.	17189		NATIONALITY AND REGISTRATION MARK	N69790
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	Robert Wills			1938 Sherry Lane, Twin Falls, Idaho	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				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.
Omer McIntire Box 875 Twin Falls, Idaho			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1458705
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	6-17-67		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Omer McIntire</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 Agency and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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	Verified by Operator #103
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.		SIGNATURE OF AUTHORIZED INDIVIDUAL		
6-17-67	1444 007 AI		<i>Hennett S. Jewkes</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.)

RH elevator repaired as shown below. reinforcing plate installed to strengthen a minor bend area. Flightex-cotton fabric used to recover unit. Two coats nitrate dope, pinked tape, plastic grommets and cover for trim tab control arm installed. Five coats butyrate dope and three coats aluminum pigmented used for finish. LH & RE Ailerons, rudder and LH elevator two coats rejuvenater used, two coats butyrate clear and two aluminum pigmented dope used for finish. Stop



ADDITIONAL SHEETS ARE ATTACHED

CFR 17

RECEIVED FAA
 MAR 5 1976
 FSDO-61

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

Form Approved
 Budget Bureau No. 04-R060.1
 FOR FAA USE ONLY
 OFFICE IDENTIFICATION 4062 FSDO

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

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 AT-6D
	SERIAL NO. 42-85408	NATIONALITY AND REGISTRATION MARK N6979C
2. OWNER	NAME (As shown on registration certificate) OAKLAND AIR FORCE	ADDRESS (As shown on registration certificate) 24301 SOUTHLAND DR #89 HAYWARD, CAL. 94541

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	
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS WARBIRDS WEST 1017 W. ALONDRA COMPTON, CAL. 90220	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. 2134655
---	--	-------------------------------

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 2 MAR 76	SIGNATURE OF AUTHORIZED INDIVIDUAL Dennis S. Buehn
------------------	---

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 <input type="checkbox"/> CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		
DATE OF APPROVAL OR REJECTION 3-4-76	CERTIFICATE OR DESIGNATION NO. 1731069	SIGNATURE OF AUTHORIZED INDIVIDUAL Steve Regina		

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.)

RECOVERED R & LAILERONS WITH
CECONITE 101 IN ACCORDANCE WITH
CECONITE MANUAL 101 & AC 43.13-1
PRACTICES APPROVAL BASES
STC - SA4-860

ADDITIONAL SHEETS ARE ATTACHED

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved. Budget Bureau No. 41-R015.
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. <input checked="" type="checkbox"/> ORIGINAL ISSUANCE OF CERTIFICATE b. <input type="checkbox"/> ANNUAL INSPECTION FOR RENEWAL OF CERTIFICATE c. <input type="checkbox"/> AMENDMENT OR MODIFICATION OF CURRENT CERTIFICATE		d. <input type="checkbox"/> RECERTIFICATION UNDER THE PROVISIONS OF CAR 8 e. <input type="checkbox"/> MULTIPLE CERTIFICATE UNDER THE PROVISIONS OF CAR 8 f. <input type="checkbox"/>
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. <input checked="" type="checkbox"/> STANDARD (NORMAL, UTILITY, ACROBATIC, TRANSPORT CATEGORIES) b. <input type="checkbox"/> LIMITED (SEE CAR 9) c. <input type="checkbox"/> RESTRICTED (SEE CAR 8) (Check the restricted special purpose operation(s) to be conducted)		
<input type="checkbox"/> AGRICULTURAL AND PEST CONTROL <input type="checkbox"/> AERIAL ADVERTISING <input type="checkbox"/> AERIAL SURVEYING <input type="checkbox"/> GLIDER TOWING		<input type="checkbox"/> PATROLLING <input type="checkbox"/> FOREST AND WILDLIFE CONSERVATION <input type="checkbox"/> WEATHER CONTROL <input type="checkbox"/> OTHER
d. <input type="checkbox"/> EXPERIMENTAL (Check the type of experimental operation(s) to be conducted)		
<input type="checkbox"/> RESEARCH AND DEVELOPMENT <input type="checkbox"/> AMATEUR-BUILT <input type="checkbox"/> DEMONSTRATION		<input type="checkbox"/> RACING <input type="checkbox"/> EXHIBITION <input type="checkbox"/> OTHER
3. AIRCRAFT IDENTIFICATION (Complete all items)		
a. AIRCRAFT MAKE	b. AIRCRAFT MODEL	c. AIRCRAFT SERIAL NO.
North American	A T-6D	42-85408
d. ENGINE MAKE		e. ENGINE MODEL
Pratt-Whitney		R-1340-AN-1
4. AIRCRAFT REGISTRATION INFORMATION (Complete all items)		
a. REGISTERED OWNER'S FULL NAME	b. PERMANENT MAILING ADDRESS	c. AIRCRAFT NATIONALITY AND REGISTRATION MARK
Ezra McCracken	108 Edwards Fullerton, California	N- 6979C
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. <input type="checkbox"/> CERTIFICATE OF REGISTRATION, FORM ACA-500 (PART A), DATE OF ISSUE _____ b. <input checked="" type="checkbox"/> APPLICATION FOR REGISTRATION, FORM ACA-500 (PART B), FORM ACA-500, PART A, FORWARDED TO CAA AIRCRAFT RECORDS BRANCH, W-300 ON <u>May 6, 1958</u> (DATE) c. <input type="checkbox"/> 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)		<div style="font-family: cursive; font-size: 1.2em; margin-bottom: 5px;">Ezra McCracken</div> <small>(SIGNATURE OF REGISTERED OWNER OR AUTHORIZED AGENT)</small> <hr/> <div style="font-weight: bold; margin-bottom: 5px;">May 11, 1958</div> <small>(DATE)</small> <hr/> <div style="font-weight: bold; margin-bottom: 5px;">Owner</div> <small>(TITLE)</small>
<input type="checkbox"/> ACA-319 <input checked="" type="checkbox"/> WEIGHT AND BALANCE REPORT <input checked="" type="checkbox"/> ACA-327 <input type="checkbox"/> DATA, DRAWINGS, ETC. <input type="checkbox"/> ACA-317 <input type="checkbox"/> UNAPPROVED DEVIATION DATA		

7-18-5
c/a

MIC

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

AIRCRAFT INSPECTION REPORT

(To be completed by a 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

- AIRCRAFT SPECIFICATION NO. A-2-575 THROUGH SHEET REVISION NO. 8
- AIRCRAFT LISTING PAGE NO. _____
- AIRWORTHINESS DIRECTIVE SUMMARY 7-2-56 THROUGH CARD NO. 584
(YEAR)
- CIVIL AIR REGULATION PART 8 (MODIFIED TYPE CERTIFICATE)

2. AIRCRAFT AND ENGINE OPERATING RECORDS

- AIRCRAFT NEW—NO PREVIOUS OPERATION OR MAINTENANCE HISTORY
- COMPLIANCE WITH APPLICABLE AIRWORTHINESS DIRECTIVES RECORDED
- AIRCRAFT RECORDS INDICATE THE AIRFRAME HAS BEEN OPERATED A TOTAL OF 3173:00 HOURS
- ENGINE RECORDS INDICATE THE FOLLOWING OPERATION:

SERIAL NO. <u>ZP 103045</u>	TOTAL HOURS <u>2112:55</u>
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____
SERIAL NO. _____	TOTAL HOURS _____

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

- LAST AIRWORTHINESS INSPECTION CONDUCTED May 11, 1958 (DATE)
- BY AIRCRAFT MANUFACTURER
- BY APPROVED REPAIR STATION, CERTIFICATE NO. _____
- BY MECHANIC, CERTIFICATE NO. 758474
- PERIODIC AIRCRAFT INSPECTION REPORT, ~~FORM ACA-319~~, WAS RETURNED TO OWNER

4. AIRWORTHINESS DOCUMENTS ISSUED OR REVIEWED

- OPERATION LIMITATIONS, FORM ACA-309, WAS ISSUED (COPY ATTACHED)
 - CURRENT OPERATION LIMITATIONS, ~~FORM ACA-309~~ IS AVAILABLE IN AIRCRAFT Complied with CAM 43.10-1(C)
 - CURRENT APPROVED AIRPLANE FLIGHT MANUAL IS AVAILABLE IN AIRCRAFT
 - CURRENT WEIGHT AND BALANCE INFORMATION IS AVAILABLE IN AIRCRAFT
 - THIS INSPECTION HAS BEEN RECORDED IN THE AIRCRAFT RECORDS
 - CERTIFICATE OF AIRWORTHINESS, ~~FORM ACA-132~~ ISSUED TO EXPIRE 1362B issued 5-15-58 (DATE)
 - PREVIOUS FORM ACA-132 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	DESIGNATION NO.	DATE	
AVIATION SAFETY AGENT'S SIGNATURE <u>F. W. Robinette</u>	CAA DESIGNATION NO. <u>Reg. 4 LA</u> <u>ASDO 20</u>	DATE <u>5-15-58</u>	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED <input type="checkbox"/> SPOT CHECKED

ATTACHMENT

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 A, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE NORTH AMERICAN			MODEL AT6-D	
	SERIAL NO. 42-8540B			NATIONALITY AND REGISTRATION MARK N6979C	
2. OWNER	NAME (As shown on registration certificate) CALIFORNIA WARBIRDS ASSOCIATION			ADDRESS (As shown on registration certificate) 2717 FRIBBROOK DR. MOUNTAIN VIEW CA. 94039	
	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	PRATT & WHITNEY	R1340-ANI	24451		
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS DORRIS SCOTT P.O. BOX 1334 HOLLISTER CA. 95023			B. KIND OF AGENCY		C. CERTIFICATE NO.
			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		021-52-3152
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 8/23/80			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Theris Scott</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 FTL 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 9/22/80		CERTIFICATE OR DESIGNATION NO. 822497AL		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John [Signature]</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.)

REMOVAL OF CORROSION ON STRINGERS IN CENTER SECTION
TANK BAYS
EXTRUDED ANGLE INSTALLED WHERE CORROSION WAS PRESENT IN
ACCORDANCE WITH AC 43-18-1A CHAPTER 2 SECTION 3 PAGES 49
- 66 PARAGRAPH 96-100
SEE ATTACHED DIAGRAMS

RIGHT SKIN STRINGER PATCHED. DWL #4
CRACK IN STRINGER/ENGINEER

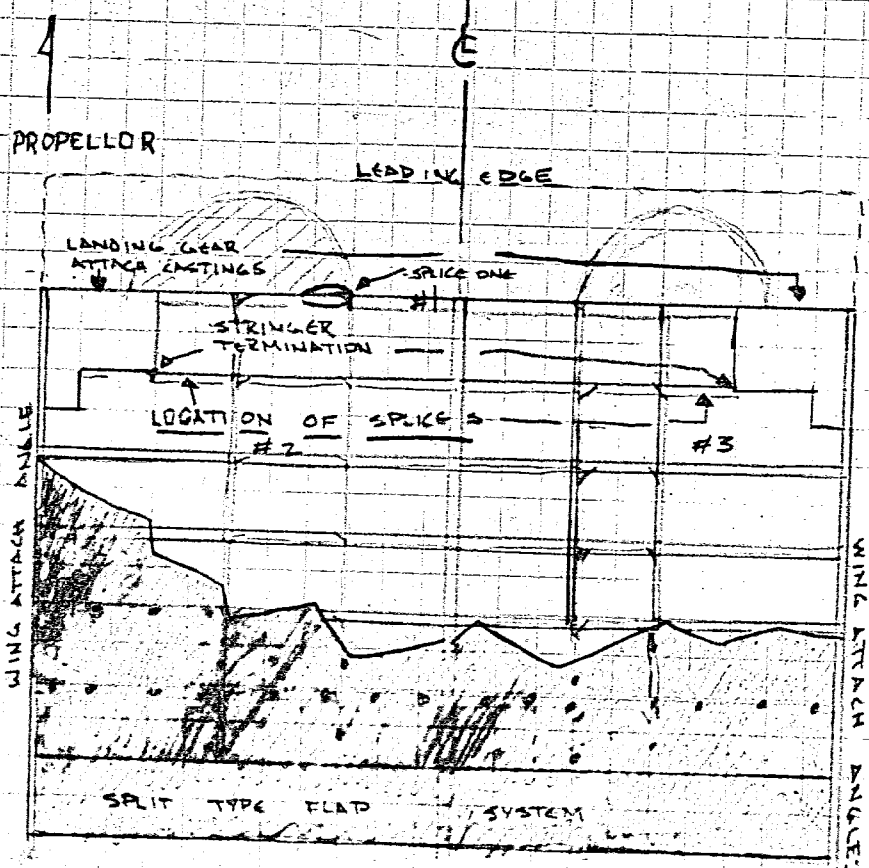
ALL CORROSION WAS INTERGRANULAR AND LOCATED
ON EXTRUDED ANGLES ONLY. PROBABLY CAUSED WHEN METAL
WAS FORMED AND STRESSED.

CORROSION WAS REMOVED AND AREAS TREATED BLENDED
WITH ALID ETEN AND ALDINE, THEN COATED WITH CORLAR
SELF ETCHING PRIMER AND COATED WITH EMRON POLYURETHANE
ENAMEL. REF: AC 43.13-1A CHAPTER 2 PAGE 18 PARAGRAPH 150 A
B.

ADDITIONAL SHEETS ARE ATTACHED

PREPARED	NAME	DATE	MERLIN TECHNOLOGIES INC.	PAGE	TEMP	PERM
CHECKED	<i>M. Scott</i>	<i>12/3/86</i>	TITLE	MODEL		
APPROVED	<i>P. Costa</i>		DRAWING NUMBER ONE	REPORT NO.		

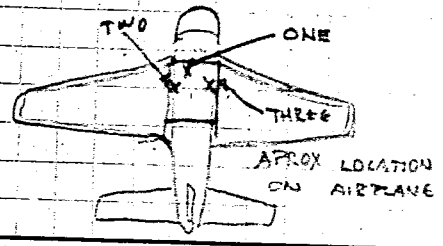
AT6-D SER# 42-85408 N 69796 DRAWING NUMBER ONE



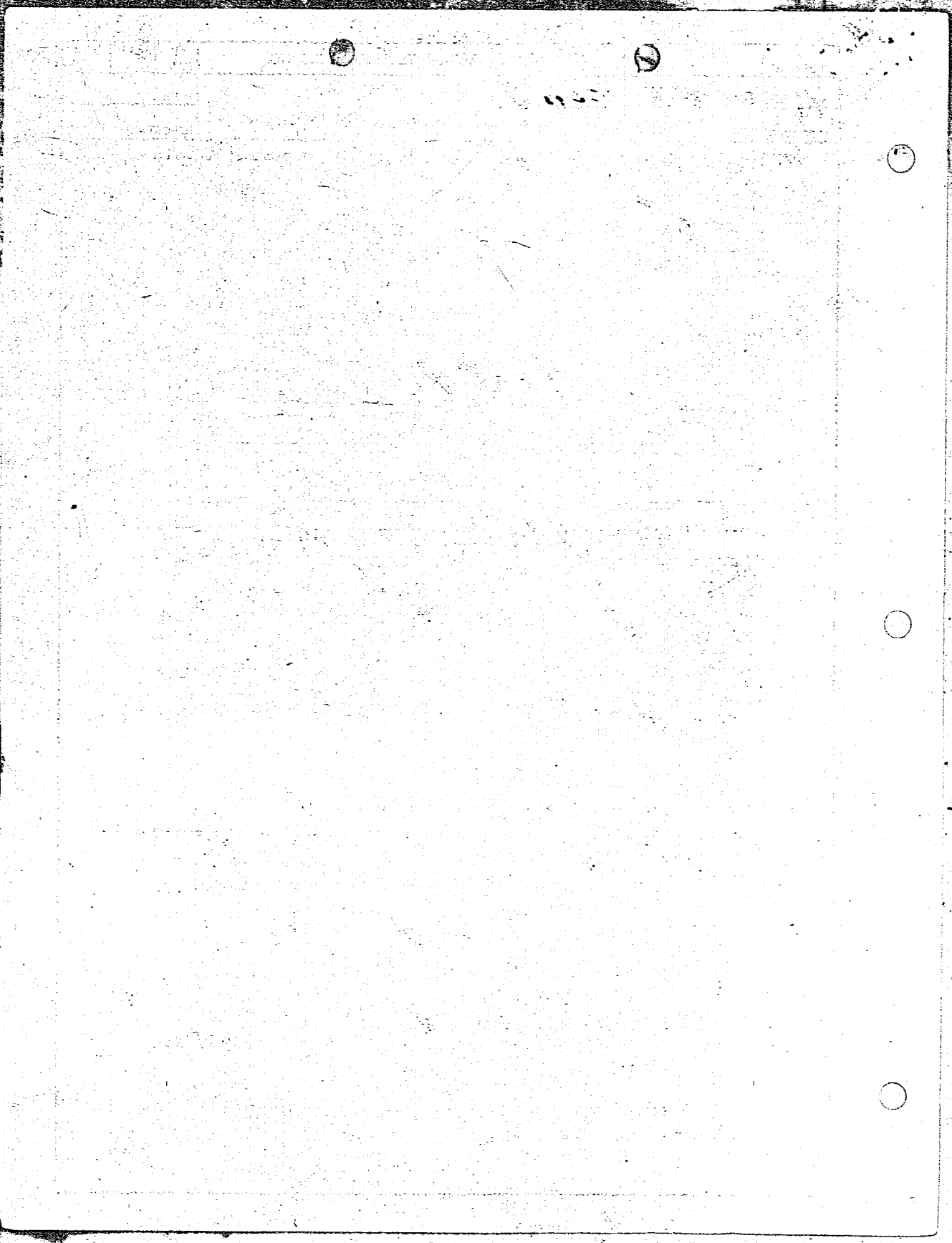
ORIGINAL EXTRUDED ANGLES ARE MADE FROM 2024 T-3

AIRCRAFT CENTER SECTION TANK BAYS

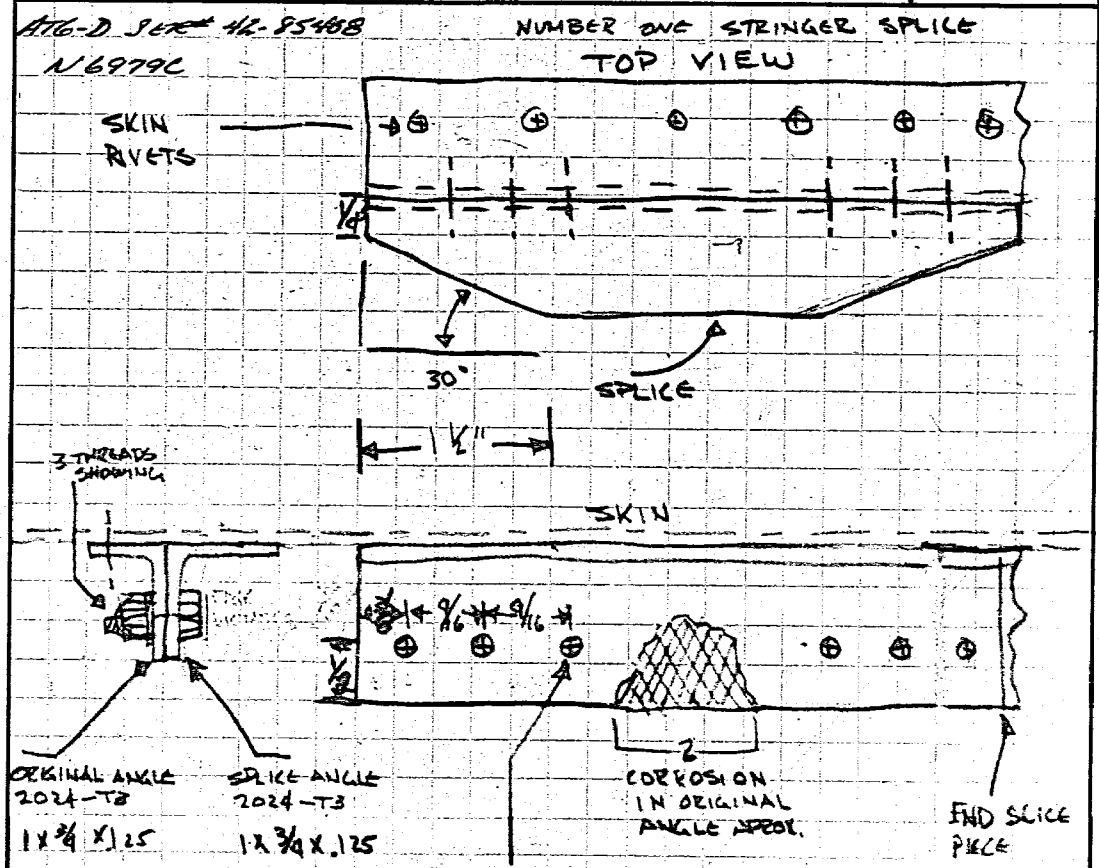
SEE PAGE TWO FOR DETAILED DRAWING



FAA AIRCRAFT REGISTRY
CAMERA NO. SN DATE: 12 - 3 - 86

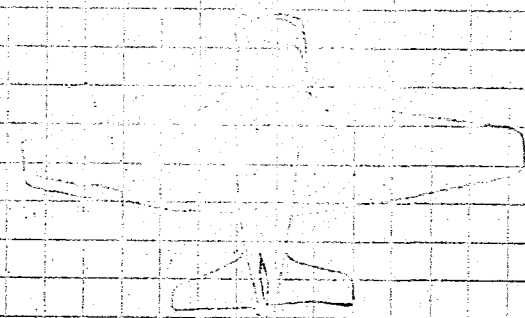


PREPARED	NAME	DATE	MERLIN TECHNOLOGIES INC.	PAGE	TEMP	PERM
CHECKED	<i>A. Holt</i>	<i>8/23/80</i>	TITLE	MODEL		
APPROVED	<i>PACSTA</i>		DRAWING NUMBER TWO	SPRKE ONE REPORT NO.		



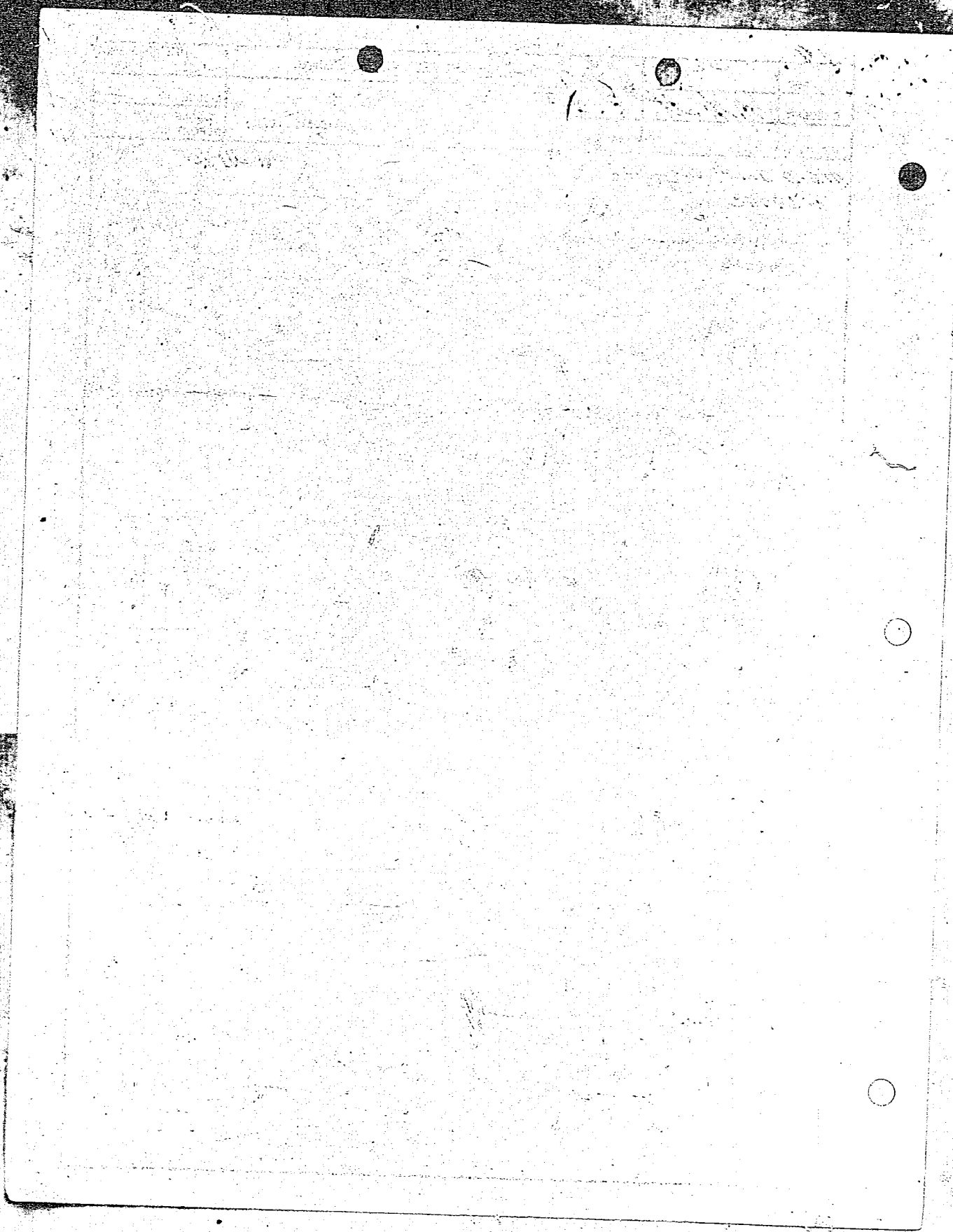
#11 DRILL
 .189

DESCR	ITEM	#	AN NUMBER
FIBER	NUT	6	AN365-10B2
PLAIN	WASHER	6	AN960-10
DRILL	BOLT	2	AN3-5A



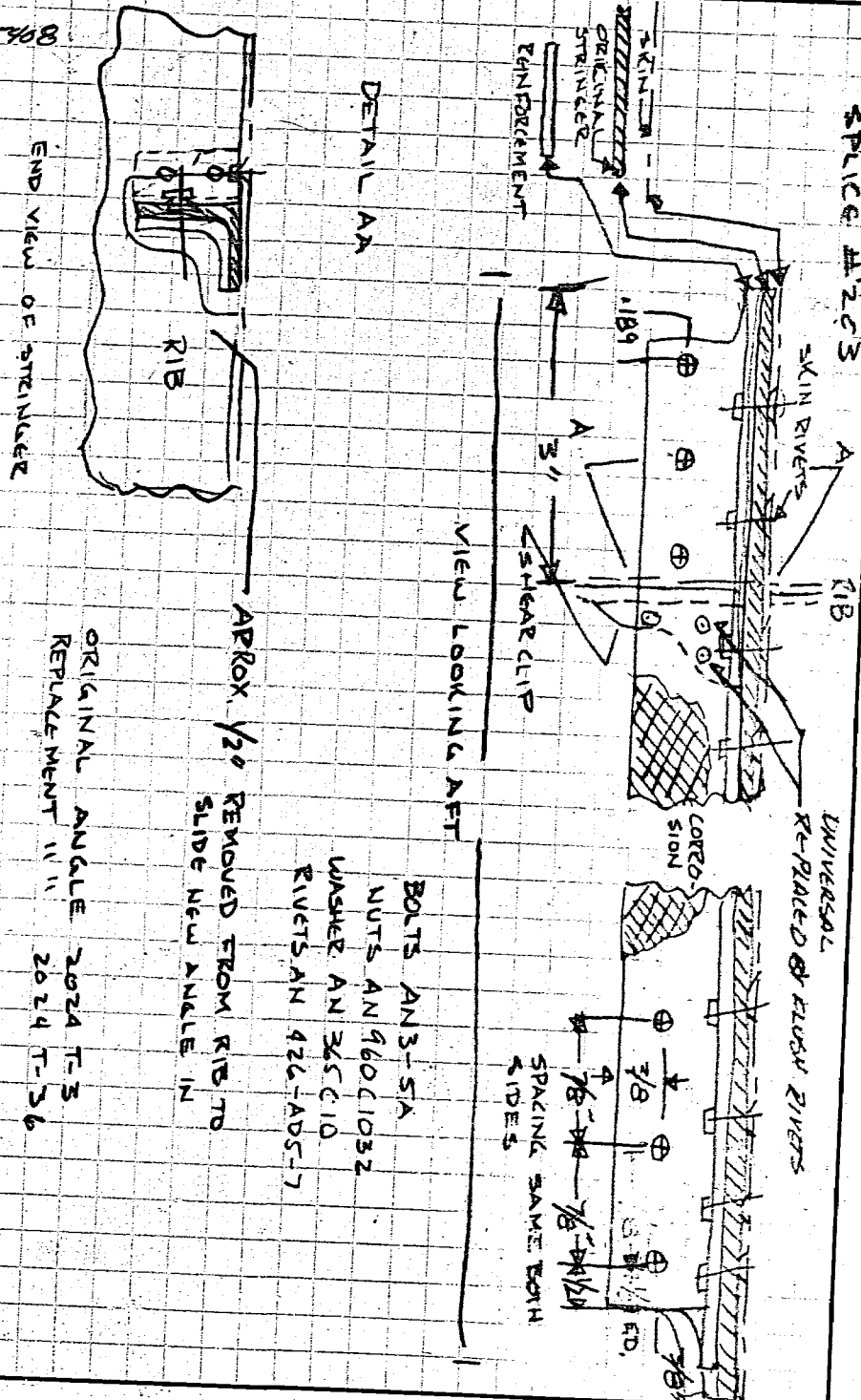
FAA AIRCRAFT REGISTRY

CAMERA NO. SN DATE: 12 - 3 - 86



PREPARED	NAME <i>M. Har</i>	DATE 9/23/92	MERLIN TECHNOLOGIES INC.	PAGE	TEMP	PERM
CHECKED			TITLE			
APPROVED			DRAWING NUMBER THREE	MODEL		
				REPORT NO.		

ATC-D
 See 42-98408
 N 6979C



SHEAR STRENGTH OF AN3-STA IS
 2,126 PDS AS APPLIED IN BRICE

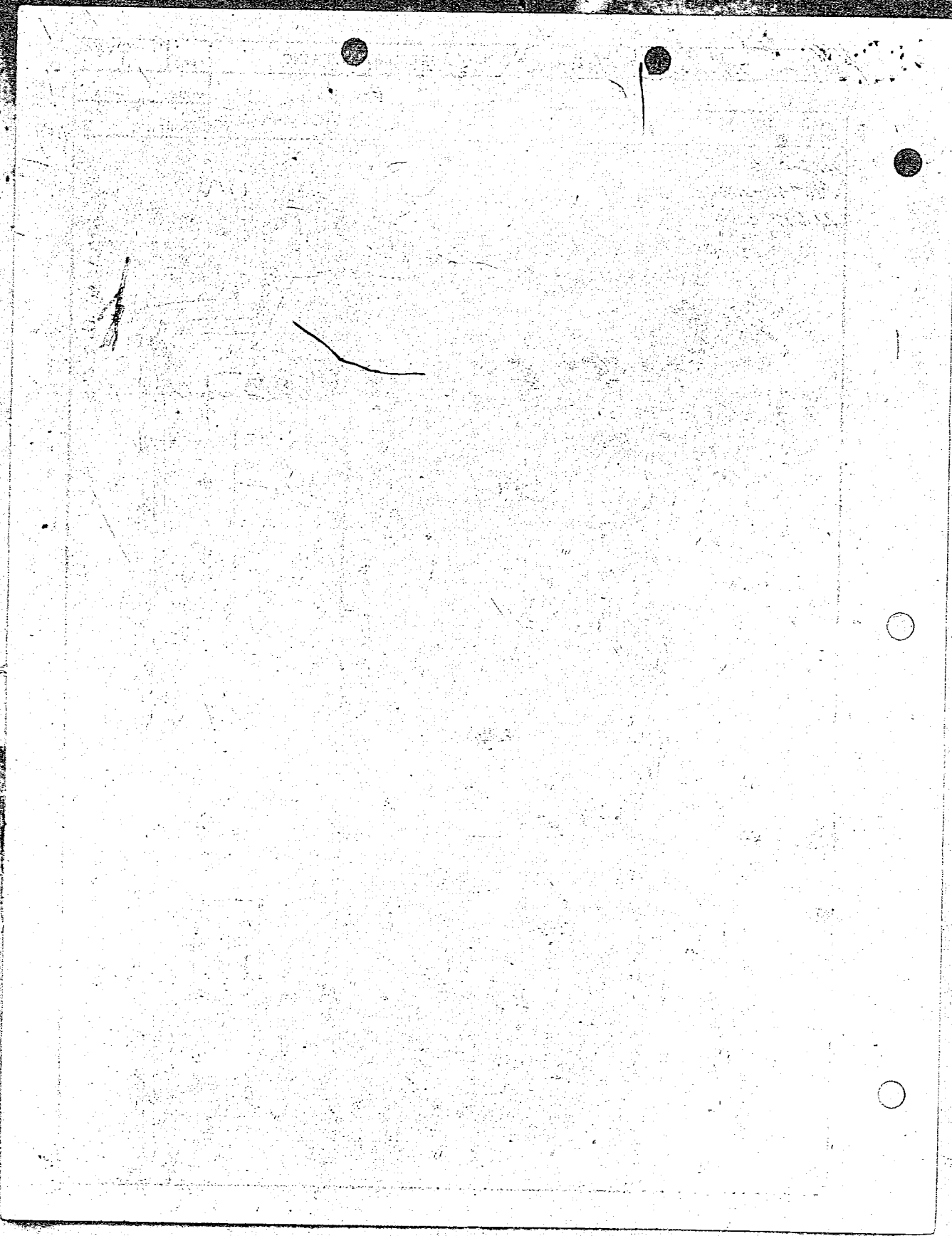
ORIGINAL ANGLE 2024 T-3
 REPLACEMENT 2024 T-36

BOLTS AN3-STA
 NUTS AN 460C1032
 WASHER AN 365C10
 RIVETS AN 426-AD5-7

APPROX 1/2° REMOVED FROM RIB TO
 SLIDE NEW ANGLE IN

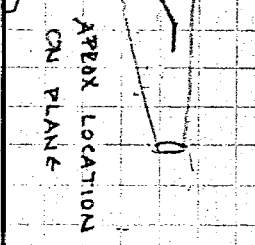
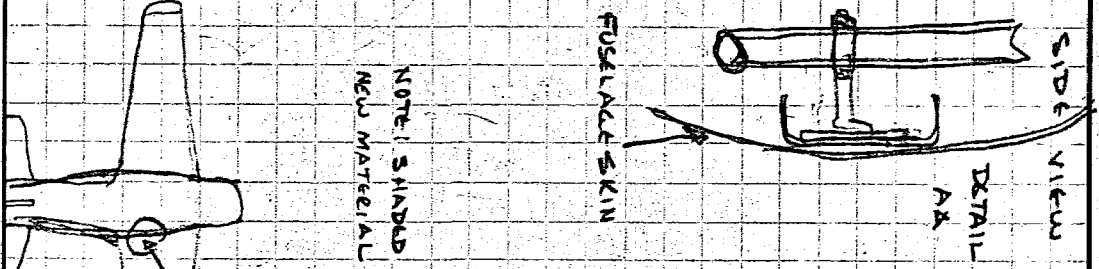
FAA AIRCRAFT REGISTRY
CAMERA NO. SN DATE: 12 - 3 - 86

[Redacted]

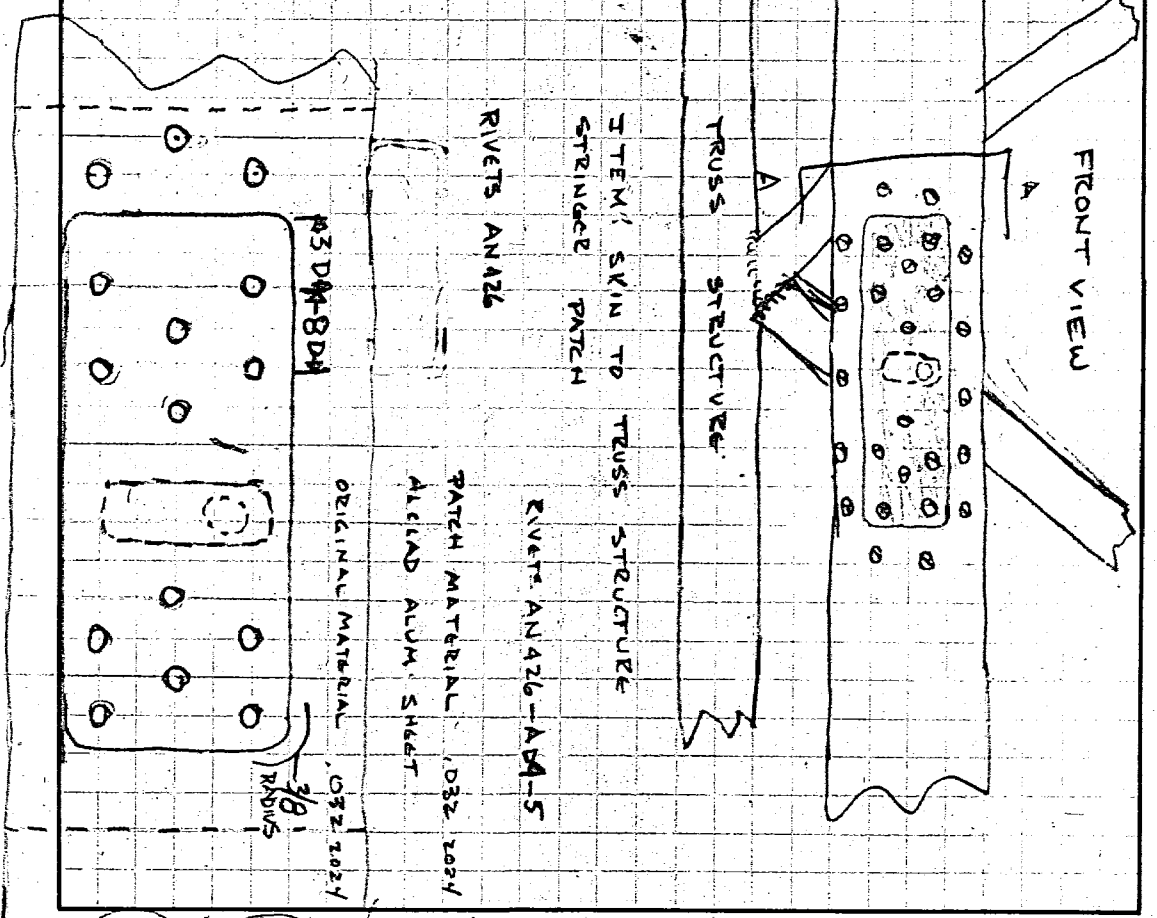


PREPARED	NAME <i>M. Kov</i>	DATE	MERLIN TECHNOLOGIES INC.	PAGE	TEMP	PERM
CHECKED			TITLE	MODEL		
APPROVED			DRAWING # 4	REPORT NO.		

MT-6-D Ser# 42-85408 N 6979C

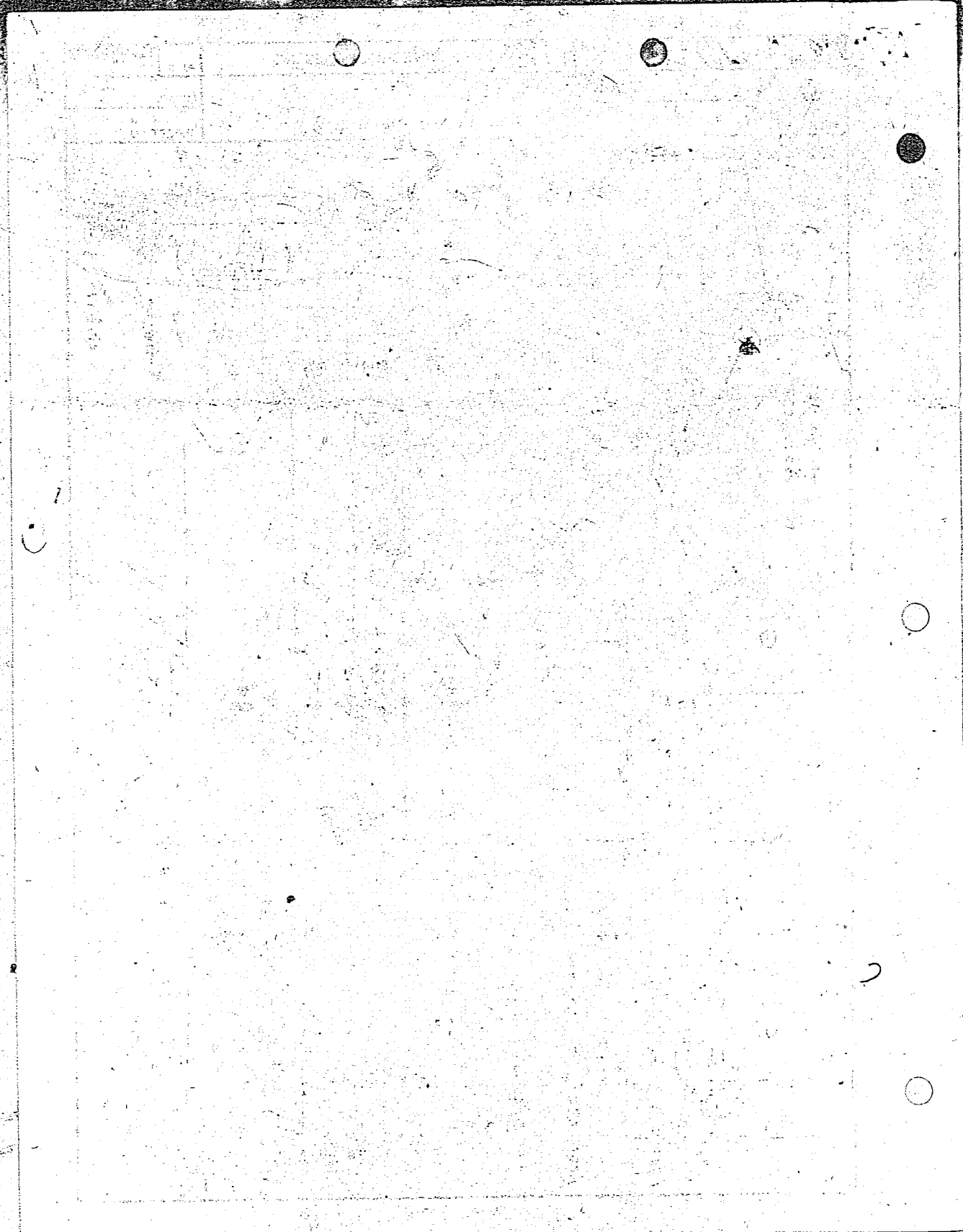


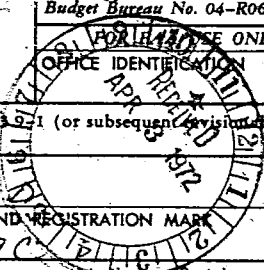
NOTE: SHADDED AREA IS
 NEW MATERIAL



FAA AIRCRAFT REGISTRY

CAMERA NO. 5N DATE: 12 - 3 - 86



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 43.1 (or subsequent revisions thereof) for instructions and disposition of this form.					
1. AIRCRAFT	MAKE	NORTH AMERICAN		MODEL	AT-6D
	SERIAL NO.	42-85408		NATIONALITY AND REGISTRATION MARK	6979C
2. OWNER	NAME (As shown on registration certificate)			ADDRESS (As shown on registration certificate)	
	OAKLAND AIR FORCE INC.			24301 SOUTHLAND DR. SUITE 2-7 HAYWARD, CALIF 94541	
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				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.
C-KU AEROMOTIVE INC. 271 Box 44 Half Moon Bay, Calif 94019			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1865088 AFD
			<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			SIGNATURE OF AUTHORIZED INDIVIDUAL		
3-31-72			<i>John A. Hickey</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	<input checked="" type="checkbox"/>	OTHER (Specify)	
	FAA DESIGNEE	REPAIR STATION	<input type="checkbox"/>		
DATE OF APPROVAL OR REJECTION		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL		
4-1-72		IA1515855	<i>Charles J. Ventura</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.)

Reversed left elevator & Rudder with Epoxy

- 2 coats nitrate clear
- 4 coat Butrate clear
- 4 coats silver

all work done in acc with AC 4313-1

END

ADDITIONAL SHEETS ARE ATTACHED

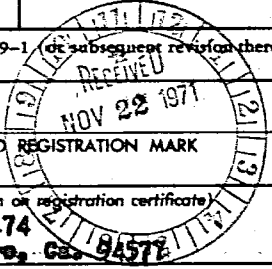
DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

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 AT-6D
	SERIAL NO. 42-85408	NATIONALITY AND REGISTRATION MARK Z6979C
2. OWNER	NAME (As shown on registration certificate) Oakland Air Force, Inc.	ADDRESS (As shown on registration certificate) P.O. Box 174 San Leandro, Cal. 94578



3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

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

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS John V. Crocker P.O. Box 5085 San Mateo, Ca. 94402	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 1483996
---	--	--

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 19 Nov. 1971	SIGNATURE OF AUTHORIZED INDIVIDUAL <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 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	

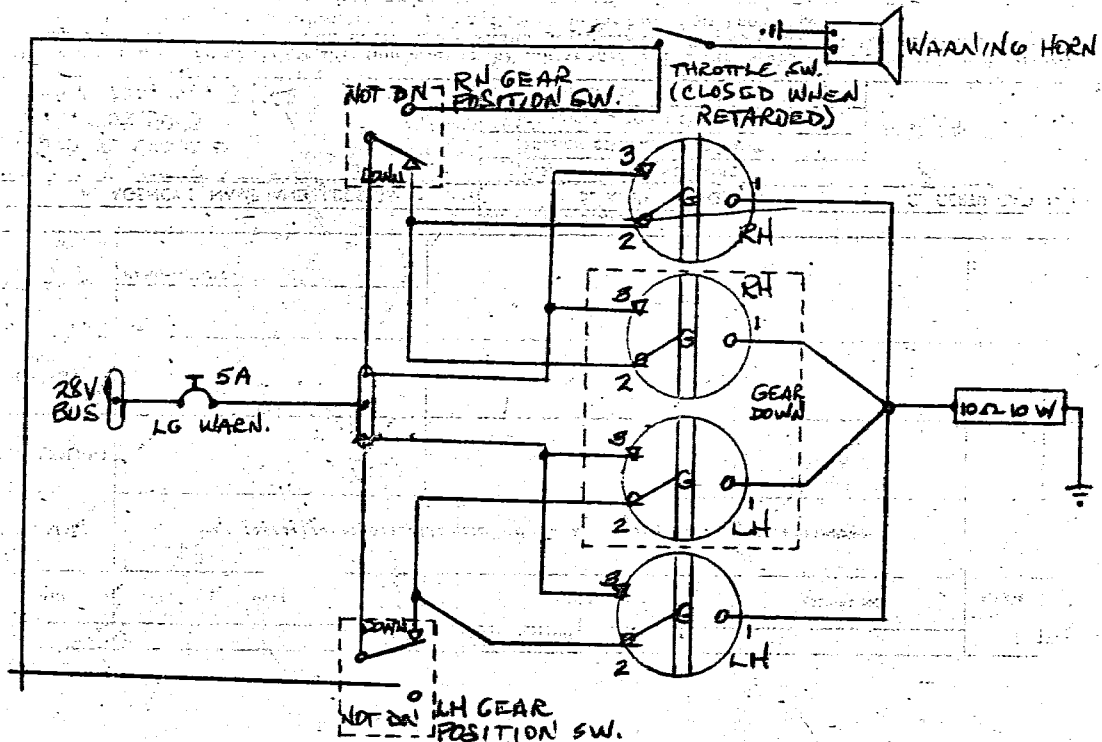
DATE OF APPROVAL OR REJECTION 19 Nov. 1971	CERTIFICATE OR DESIGNATION NO. A&P 1483996	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>John V. Crocker</i>
--	--	--

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. Installed landing gear down and locked light system in both front and rear cockpits. Utilized existing switch system by replacing switch with double pole single throw switch. Wiring diagram as follows:



Note: Landing gear warning horn was previously installed utilizing single pole single throw switch.

END

ADDITIONAL SHEETS ARE ATTACHED

1247-0099 37 JUL 11 '67

FEDERAL AVIATION AGENCY
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 AT 6 D
	SERIAL NO. 42 85405	NATIONALITY AND REGISTRATION MARK N69790
2. OWNER	NAME (As shown on registration certificate) Robert Mills	ADDRESS (As shown on registration certificate) 1938 Sherry Lane, Twin Falls, Idaho

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	
POWERPLANT	Pratt & Whitney	R 1340 AM 1	10163	X	
PROPELLER	Hamilton Standard	12240	164121	X	
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Omer McIntire Box 375 Twin Falls, Idaho	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. 158705
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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 7-5-67	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Omer McIntire</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 Agency 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 7-5-67	CERTIFICATE OR DESIGNATION NO. 1444007AI	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Kenneth B. Demko</i> BOI GADO 4-4-01		

NOTICE

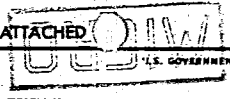
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Checke complete Airframe and engine according to AD Notes 46 11 18, 46 17 1 & 50 38
Inspected inside section of stabilizer by drilling spot welds to check for co-
rosion - only minor surface corrosion found. Cleaned inside and covered sme with
Zinc chromate. Installed plastic insulation tubing over light to rudder passing
thru stabilizer, quick change fittings installed. All linkage in airframe and engine
checked, cleaned and minor repairs made. 1/8 IN hd rivits used to repair stabilizer
(17 ST). All hydraulic lines checked, cleaned and minor reinforcements installed.
Wheel bearings cleaned and repacked. Tail wheel bearings new. All cables cleaned
of possible corrosion and treated with preservative Par Al Ketone. All sumps and
screens- oil and fuel, cleaned. Nuts holding fairings on, replaced with major
portion screws new. Ball valvespacers checked dial indicator .040, joints in both
Magnetoes opened to .012, front spark plugs gaped to .016, rear plugs new. Spark
plug shielding lead to number 3 rear.

- END. -

ADDITIONAL SHEETS ARE ATTACHED



FEDERAL AVIATION AGENCY JUL 9 1963

Form approved. Budget Bureau No. 41-20024

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

1. AIRCRAFT	MAKE NORTH AMERICAN	MODEL T-60	SERIAL NO. 1385408	NATIONALITY AND REGISTRATION MARK N6979C
2. OWNER	MARVIN D. HAMBRICK AND ALBERT SERRAVALLO AND ANTHONY M. PEREZ		ADDRESS (Street and number, city, zone and State) 2690 DUNDEE ROAD SAN PABLO CALIF	

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) *****			<input checked="" type="checkbox"/>	
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.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
NORMAL	4202	+ 29.38	1096

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS DELMAR L. OTT 40 BRIDGEFORD FLYING SERVICE NAPA COUNTY AIRPORT NAPA, CALIF.	b. KIND OF AGENCY <input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input checked="" 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. ATP 1906346
--	---	-----------------------------------

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.

7-5-63 (Date repair and/or alteration completed)

Delmar L. Ott (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)

7-5-63 (Date of approval or rejection)

INSPECTION AUTHORIZATION
Delmar L. Ott (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

a. Forwarded for engineering comment See attached memorandum

b. Accepted 7-22-63 (Date) Reinspected (Date) Spot Checked (Date)

WE-GADO-12 (FAA designation number)

H. P. Pysany (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, 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.

6. DESCRIPTION OF WORK ACCOMPLISHED.

RECOVERED BOTH AILERONS, LEFT ELEKTOR AND
RUDDER. CONTROLS COVERED WITH GRADE A
COTTON + BUTYRATE DOME FABRIC SECURED TO CONTROLS
AS PER ORIGINAL. BRUSHED ON 3 COATS CLEAR, CROSS
SPRAYED 3 COATS SILURK + FINISHED IN SYNTHETIC
DYNAMIC. WORK ACCOMPLISHED AS PER CAM 15
NO WEIGHT CHANGE

OKLAHOMA CITY, OKLA.

JUL 27 4 27 PM '86

*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-R052.4

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

1. AIRCRAFT MAKE North American	MODEL T-6D	SERIAL NO. 44-85408	NATIONALITY AND REGISTRATION MARK N6979C
2. OWNER NAME (First, middle, last) Ezra McCracken		ADDRESS (Street and number, city, zone and State) 108 Edwards Fullerton, California	

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) *****			XXXX	
b. POWERPLANT					
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)*
Normal	4202	+29.38	1098

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Dean S. Bellinger 405 North Wayne Avenue, Fullerton, California	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. DEAN S. BELLINGER A & E 758474
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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.

May 11, 1958
(Date repair and/or alteration completed) *Dean S. Bellinger*
(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

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	BY {	<input type="checkbox"/> CAA Designee <input type="checkbox"/> CAA Aviation Safety Agent	<input type="checkbox"/> Manufacturer <input type="checkbox"/> Repair Station	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input checked="" type="checkbox"/> Other (Specify) A&E 758474 IA
<u>May 11, 1958</u> <small>(Date of approval or rejection)</small>	<i>Dean S. Bellinger</i> <small>(Signature of authorized individual; title or identification number)</small>			

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a. <input type="checkbox"/> Forwarded for engineering comment	<input type="checkbox"/> See attached memorandum
b. <input type="checkbox"/> Accepted _____ (Date)	<input checked="" type="checkbox"/> Reinspected <u>5-15-58</u> (Date)
Reg. 4 LA ASDO-20 <small>(CAA designation number)</small>	<i>F. W. Robinette</i> <small>(Signature Aviation Safety Agent)</small>

16-54010-4 7-13-8

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.

1, Both ailerons, both elevators, and rudder were recovered with Grade 'A' fabric, nitrate dope, and finished with blue enamel.

***** END *****

*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.

DEPARTMENT OF COMMERCE
 CIVIL AERONAUTICS ADMINISTRATION
 Los Angeles 45, California

Reg. 4.1
 ASDO 20

AIRCRAFT WEIGHT AND BALANCE REPORT

MAKE North American MODEL T-6D SERIAL # 42-85408 REGISTRATION # N6979C
 DATUM IS Leading edge of wing center section

A. COMPUTED AS FOLLOWS IF AIRCRAFT WEIGHED

1. Leveling means: Lugs left side rear cockpit
2. Main wheel weighing point is located (" FORWARD) (10.75 " AFT) of datum.
3. Actual measured distance from the main weight point centerline to the tail (or nose) point centerline 224 ".
4. Oil over and above "ZERO" tank reading - (a. 10.2 Gals.) (b. 76 lbs.)
 (c. -9 In.)

B. ACTUAL EMPTY WEIGHT

Weight Point	Scale Reading	Tare	=	Net Weight
5. Right				1958
6. Left				1977
7. Tail	402	61		343
8. Nose				
9. Total Net Weight				4278

WEIGHT WITNESSED BY: Dean Bellinger DATE: May 10, 1958

DEAN S. BELLINGER
 A & E 758474 / AC CENTER OF GRAVITY AS WEIGHED

10. C.G. relative to main wheel weighing point:				
(a) Tail wheel airc.	(Item 3 224 X 343 (Item 7) =	<u>17.95</u>	=	C.G.
(b) Nose wheel airc.	(Item 3 X (Item 8) =		=	C.G.
11. C.G. relative to datum: <u>17.95</u> <u>10.75</u>				
(a) Tail wheel airc.	(Item 10a) added to (Item 2) =	<u>28.7</u>	=	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) 4278	(11) 28.7			122779
Less Oil	(4b) - 76	(4c) - 9.			684
Empty Totals	(a) 4202			(b)	123463
(b)	123463	= (c)	29.33	=	Empty weight C.G.
12. (a)	4202				

REPAIR AGENCY Dean Bellinger DATE May 10, 1958

Name
 DEAN S. BELLINGER
 A & E 758474 / A (Over)

E. EQUIPMENT LIST

* Required or Optional Item Numbers as Shown in Aircraft Specification								
1	102	105	111	230b	303	306	405a	602
2	103	109	201a	301b	304ab	401	406a	
101	104	110	202b	302	305	402	407	

Special Equipment				
Item	Make	Model	Weight	Arm

Enter above those items included in the empty weight

F. WEIGHT AND BALANCE EXTREME CONDITIONS

Approved fwd. limit <u>27.5</u>		Approved max. weight <u>5300</u>		Approved aft limit <u>32.5</u>			
	FORWARD CHECK			REARWARD CHECK			
	Weight	X Arm	= Moment	Weight	X Arm	= Moment	
Airc. Empty	4202 (9 or 12a)	29.38 (11 or 12c)	123463	4202 (9 or 12a)	29.38 (11 or 12c)	123463	
Oil	76	9.	684	76	9.	684	
Pilot	170	45.	7650	170	45.	7650	
Fuel	min 300	36.	10800	max 666	36.	23976	
Passenger(s)	-0-			170	97.	16490	
Baggage	-0-			10	126.	1260	
TOTAL	4748		141229	5294		172155	
TM = 141229 ÷ 4748 =		29.74		TM = 172155 ÷ 5294 =		32.5	
TW 4748		Most forward C.G. location		TW 5294		Most rearward C.G. location	

G. LOADING SCHEDULE

Gallons of Fuel	Number of Passengers	Pounds of Baggage
Min 50	-0-	100
Max 111	-1-	10

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)	
NET TOTALS			
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: _____ DATE _____