

 US Department of Transportation Federal Aviation Administration	<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
					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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).						
1. Aircraft	Make PITCAIRN		Model PA-4			
	Serial No. 5		Nationality and Registration Mark USA C3261			
2. Owner	Name (As shown on registration certificate) ARMSTRONG, CLEMENT H.		Address (As shown on registration certificate) [REDACTED] Rawlings, MD 21557			
	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			B. Kind of Agency		C. Certificate No.	
C. William Fancake, Jr. [REDACTED] Keyser, WV 26726			<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		A&P [REDACTED]	
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 26 APRIL 1990			Signature of Authorized Individual [REDACTED]			
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		Other (Specify)	
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection 26 APRIL 1990		Certificate or Designation No. IA [REDACTED]	Signature of Authorized Individual [REDACTED]			

**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.)

PITCAIRN PA-4; Ser #5: This aircraft was completely disassembled, and all parts stripped and cleaned for inspection.

FUSELAGE: Structure stripped, and sections of lower longerons replaced as follows: Left side from tail post to second station forward; right side from tail post to next station forward; and from right lower wing fitting to next station aft; spliced in accordance with AC 43.13-1A, Ch 2, Fig 2.7. Original engine mount was previously removed for radial engine installation; new OX-5 mount built up in accordance with factory drawing F-7012. Entire structure sandblasted and primed with two coats of Randolph Aluminum Epoxy primer. New stainless steel firewall, seats, floorboard, instrument panel, front cockpit controls, rear cockpit cowl and headrest, radiator and mount, and engine cowl as per factory drawings or other data. New landing gear as per factory drawing L-7004; new shock cord. Wheels respoked, trued, and rebushed; new four ply tires and tubes. Tail skid assembly rebuilt with new shock cord. Made new center section cabane struts using original as pattern. Made new control cables with terminal ends as per AC 43.13, Ch 4, Fig 4-13. Fuel tank cleaned, checked for leaks and sealed with Randolph Sloshing Sealer; new fuel and oil lines. Made new windshields, cockpit padding, seat cushions and safety belts.

EMPENNAGE & AILERONS: Straightened and repaired ailerons; added reinforcement patch to right aileron spar. Repaired crack in vertical fin spar; added bearing collar to rudder post; straightened and aligned. Sandblasted all parts and sprayed with two coats of aluminum epoxy primer.

WINGS & CENTER SECTION: Removed old leading edge skin and wood structure from upper wings and replaced with new; repaired or replaced nose ribs as required; new leading edge covering of .025" aluminum. Repaired and reinforced trailing ends of all ribs; installed new steel trailing edge. Added plywood reinforcement plates at spar attachment fittings. (Lower wings): Made all new wing structure for both lower wings from the old wings as pattern, using the original internal bracing and fittings. (Center Section): Made complete new center section (except front spar which was in very good condition), using original bracing and fittings. All rework done in accordance with AC 43.13-1A, Chapter 1. Woodwork finished with two coats of polyurethane varnish; metal parts coated with zinc chromate followed by clear acrylic lacquer.

COVERING: Airframe covered with Reeves Grade A Cotton (TSO-C15), finished with nitrate and butyrate dope. Fuselage color is Randolph H-6117 Dakota Black; wings and tail surfaces M-9501 AN Orange Yellow. Cowling and all metal parts finished with Black Acrylic Lacquer.

ASSEMBLY: Curtiss OX-5 engine, Serial #4136 installed, with Gardner-Model 569 propeller, Serial #A-3707. Aircraft assembled with new MacWhyte stainless steel flying wires; rigged in accordance with factory specifications.

END

Additional Sheets Are Attached