

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE	MODEL	SERIAL NO.	NATIONALITY AND REGISTRATION MARK
	Curtiss	C 46D	33245	N 92855
2. OWNER	NAME (First, middle, last)		ADDRESS (Street and number, city, zone, and State)	
	Associated Air Transport		70 Broadway New York, N. Y. c/o F. M. Wistert	

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	As described in item 1 above				X
b. PROPELLER BLADE OR HUB					
c. ENGINE					
INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT. 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.

WEIGHT AND BALANCE DATA

AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
	20,355	314.75 FROM NOSE	14,645

5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

MANUFACTURER APPROVED REPAIR STATION NO. 105 (Specify) CERTIFIED MECHANIC

6. AGENCY	NAME	ADDRESS (Street and number, city, zone, and State)	DATE WORK ACCOMPLISHED
	Newark Air Service Inc.	Hangar # 12 Newark Airport Newark, New Jersey	February 1, 1950

7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

Revised combustion heaters to comply with AD note 49-18-1

- Installed cycling and lockout switches; relays; reset buttons; as per attached wiring diagram.
- Installed one Wilcolator fire detector in each heater duct aft of the combustion chambers and two in the general heater area. Installed warning light and test switch and co2 pull handle in cockpit.
- Installed 7 1/2 lb. co2 capacity fire extinguisher and discharge manifold in heater compartment, with discharge lines teed into all heater inlets and general heater area.
- Installed stainless steel shrouds around heater exhaust pipes. over

FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Max Beitscher
Max Beitscher (Signature of supervising mechanic)

A & E 221344
(Certificate number and rating)

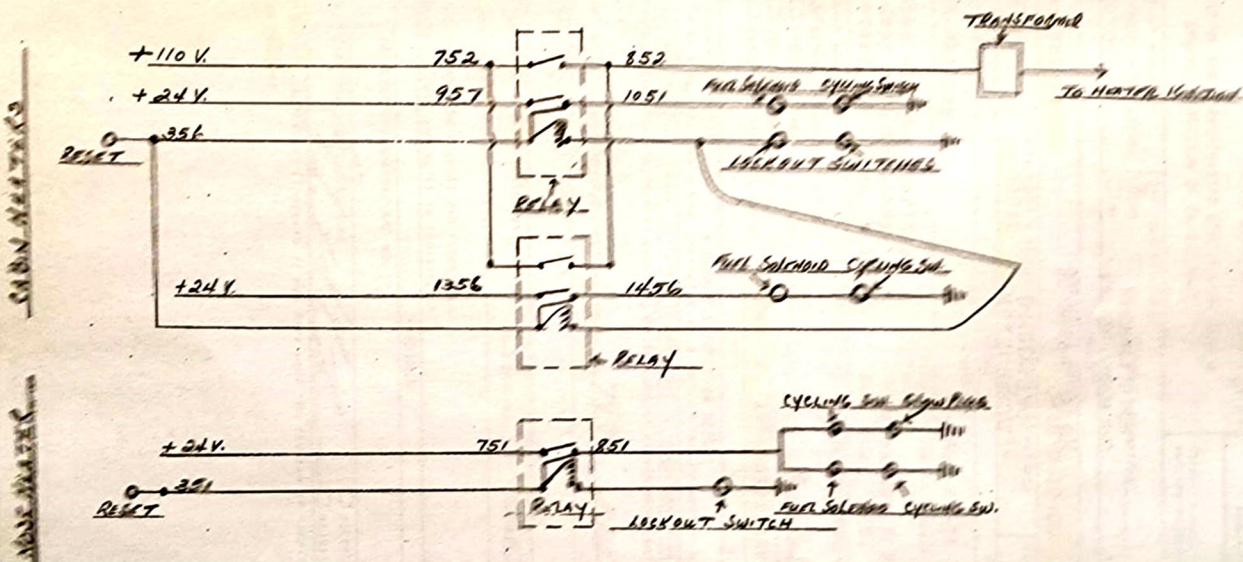
Feb 2, 1950
(Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	DESIGNEE'S SIGNATURE	NO.	DATE
	CAA AGENT SIGNATURE	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE
	<u>Robert J. ...</u>		<u>1/6/50</u>

WIRING DIAGRAM - HEATER CIRCUIT - C46 - N92855

ASSOCIATED AIR TRANSPORT



1. FENVAL THERMAL SWITCHES INSTALLED IN ALL HEATERS. SET TO CYCLE AT 150° - 165° C.
2. FENVAL THERMAL SWITCHES INSTALLED IN ALL HEATERS SET TO OPEN IGNITION AND FUEL CIRCUITS AT 177° C. - TO REACTIVATE CIRCUIT, RESET BUTTONS INSTALLED IN COCKPIT MUST BE DEPRESSSED.
3. PLACARDS WITH FULL INSTRUCTIONS INSTALLED IN COCKPIT AND OPERATIONS MANUAL

NEWARK AIR SERVICE
C.A.P. REPAIR STATION #105
HANGAR #12 NEWARK AIRPORT
NEWARK, NEW JERSEY

SUBMITTED BY MAX ZEITSCHER A-E 221044 2/1/50