



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification **pmp**  
**NM: SEA FSDO**

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 civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>ERCOUPE</b>	Model <b>415C</b>
	Serial No. <b>3254</b>	Nationality and Registration Mark <b>N10743</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Duke, Martin L.</b>	Address (As shown on registration certificate) <b>915 N. 33rd Place Renton, WA 98056-1933</b>

### 3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

9/17/2005  
DATE

Ronald M. Prud  
FAA Inspector, NM-FSDO-01

### 4. Unit Identification

### 5. Type

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

### 6. Conformity Statement

A. Agency's Name and Address <b>Paul M. Anton 3836 S. 11th St. Tacoma, WA 98405-2130</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>1310551</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 \_\_\_\_\_ Signature of Authorized Individual \_\_\_\_\_

### 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

<b>BY</b>	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual	

## 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.)

Removed elevator. PN 415-2201 with PN-22027 trim tab, and installed split elevator PN 415-22037 and PN-22032 trim tab IAW drawing #F-22037. Weight and balance has been recomputed. Work accomplished IAW manufacturers instructions and AC 43.13-18 and AX 43.13-2A.

### INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

1. Introduction: The original elevator was the same width for its full length. This modification converts it to the split elevator configuration of all later model Ercoupes.
2. Description: The elevator was, cleaned, all damaged/corroded parts replaced, installed and rigged IAW The Ercoupe maintenance manual for the 415-22037 split elevator installation.
3. Control, operation information: N/A.
4. Servicing information: Servicing is IAW the Aircoupe service manual for the split elevator installation. Up travel is adjusted to 20 degrees Plus or minus 1 degree, down travel is 20 degrees plus or minus 1 degree.
5. Maintenance instructions: Security of the elevator and trim tab should be checked during each pre-flight inspection, and at each 100-hr/annual inspection.
6. Trouble shooting information: N/A
7. Removal and replacement information: Removal and replacement is accomplished by following the instructions in the Ercoupe service manual.
8. Diagrams: N/A
9. Special inspection requirements: N/A
10. Application of protective treatments: N/A
11. Data: H/A
12. List of special tools: None
13. For commuter category aircraft: N/A
14. Recommended overhaul period: N/A
15. Airworthiness Limitation Section: N/A
16. Revision: Revision of these instructions shall be accomplished by submitting a letter to the local FSDO with a copy of the revised FAA form 337 and revised instructions.

No further entries this page. Paul M. Anton

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

9/7/2005

DATE

*Paul M. Anton*

FAA Inspector, NM-FSDO-01