

23112 135th S.E.
Kent, Wa. 98031
10 July 1979

I. Mankuta
Airframe Section
AEA-212, Engineering and Manufacturing Branch
Federal Building
J.F.K. International
Jamaica, New York 11430

Dear Mr. Mankuta:

1. The purpose of this letter is to request an extension of the time between inspections for my M-18C S/N 298 as stated in the Airworthiness Directive 79-11-05 Mooney Amendment 39-3480 effective June 5, 1979 and my recommendations for relieving some of the problems with the M-18.
2. The basis for my request to extend the time between inspections is that all of the wood in the areas stated in the Airworthiness Directive have been either replaced or repaired with new wood (see attached FAA Form 337). Since the horizontal stabilizer, fin, fuselage wood structure are new and all deteriorated wood in the wing has been replaced, I suggest a period of 72 months between initial assembly, 20 Feb 78, and next inspection, then 36 months between inspections thereafter.
3. My recommendation for relieving tail spars cracking and attach blocks loosening is to place placards on the tail to remind owners and operators not to push down or sit on the tail raising the nose to move the airplane around, (use a tow bar). This would also keep from over loading the fuselage wood to steel attach points. It seems to me that pushing on the tail or fuselage to raise the nose could possibly over stress the tail structure to design limit loads or even higher.
4. Since I did all the work stated in the 337 I feel I am very familiar with the Mooney M-18.

Sincerely,

Gideon M. Gilbert, Jr.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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EASTERN REGION
FEDERAL BUILDING
JOHN F. KENNEDY INTERNATIONAL AIRPORT
JAMAICA, NEW YORK 11430



DATE: JUL 20 1979
IN REPLY REFER TO: AEA-212

SUBJECT: Request for Extension of Inspection Time, AD 79-11-05; reference letter from Mr. G.M. Gilbert, Jr. dated July 10, 1979

FROM: Chief, Engineering and Manufacturing Branch, AEA-210

TO: Mr. Gideon M. Gilbert, Jr.
23112 135th S.E.
Kent, Washington 98031

This refers to your letter dated July 10, 1979, requesting an extension of time between inspections in accordance with Paragraph (7) of the subject airworthiness directive. We have reviewed the FAA Form 337 which you submitted, showing that all questionable wood in the horizontal stabilizer, fin and fuselage, have been replaced or repaired with new wood.

We would be pleased to consider an extension of the AD inspection requirements, provided that it can be ascertained that your aircraft, Mooney M-18C, S/N 288, has not experienced any further wood deterioration since the February 20, 1978 approval for return to service and, in fact, complies with the AD. You may wish to consult your local General Aviation District Office inspector in this connection for his recommendation to this office.

We are forwarding your suggestion concerning tail spars cracking and glue blocks loosening to our General Aviation Maintenance Branch office for their review and appropriate action, if considered necessary.

Raymond J. Borowski

RAYMOND J. BOROWSKI

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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DATE: OCT 16 1979

EASTERN REGION
FEDERAL BUILDING
JOHN F. KENNEDY INTERNATIONAL AIRPORT
JAMAICA, NEW YORK 11430



IN REPLY REFER TO: AEA-212

SUBJECT: Request for Adjustment of Inspection Time, AD 79-11-05; Mooney M-18C
S/N 288

FROM: Chief, Engineering and Manufacturing Branch, AEA-210

TO: Mr. G. M. Gilbert, Jr.
23112 135 Street
Kent, Washington 98031

This is in reference to the NW-FSDO-61 letter dated August 27, 1979, our letter of July 20, 1979, and your letter of July 10, 1979, requesting an extension of the time between inspections for your Mooney aircraft M-18C, S/N 288.

A review of the work accomplished under FAA Form 337 dated February 20, 1978, indicates that you may comply with the provision of AD 79-11-05 which states, "...unless already accomplished within the last 35 months...". If you can include an FAA approved verification in your aircraft records concerning compliance with AD 79-11-05 on February 20, 1978, then your next inspection will be due on February 20, 1981, and you will not need an extension of the inspection interval at this time.

Please contact this office regarding any further questions pertaining to AD 79-11-05.

Raymond J. Borowski

RAYMOND J. BOROWSKI

ds

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 Mooney	MODEL M18C
	SERIAL NO. 288	NATIONALITY AND REGISTRATION MARK N4121
2. OWNER	NAME (As shown on registration certificate) Gideon M. Gilbert, Jr.	ADDRESS (As shown on registration certificate) 23112 135th S.E. Kent, WA 98031

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 Ernest J. Heald 2803 126th Ave. SE Bellevue, WA 98005	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 1283208
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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 August 17, 1981	SIGNATURE OF AUTHORIZED INDIVIDUAL Ernest J. Heald
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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 August 17, 1981	CERTIFICATE OR DESIGNATION NO. A & P 1283208 IA	SIGNATURE OF AUTHORIZED INDIVIDUAL Ernest J. Heald
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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. Remanufactured vertical fin using factory drawings with all wood parts replaced and covered with Poly-Fiber fabric.
 2. Removed fabric from horizontal stabilizer, elevators and rudder, inspected structure and recovered using Poly-Fiber fabric.
 3. Installed $2\frac{1}{4}$ " x $2\frac{1}{4}$ " diameter inspection holes in fabric on bottom of both wings to facilitate inspection of spar area at ~~inboard~~ inboard aileron hinge.
 4. Installed $1\frac{1}{4}$ " diameter inspection access hole on vertical fin, right side, bottom lower skin at spar.
 5. Installed 2 each $1\frac{1}{4}$ " diameter inspection holes at rear bottom of horizontal stabilizer.
 6. All wood work done in accordance with manufacturers instructions.
 7. Inspection holes installed in accordance with either manufacturers instructions and/or FAR 43.13 or AD Note instructions.
 8. All fabric work accomplished in accordance with Poly-Fiber Process Manual #1 and STC SA1008WE. Fabric finished using Poly Tone paint.
- Nothing follows -