U.S Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

For FAA Use Only

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 1958)

1. Aircraft	Nationality and Registration Mark N4124	Serial No. 293	
	Make Mooney	Model M18	Series C
2. Owner	Name *(As shown on registration certificate)* Johnston, Joel D	Address *(As shown on registration certificate)* Address 4609 E. Woodglen RD City Mead State WA Zip 99021-9005 Country USA	

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	☒	AIRFRAME	—	*(As described in Item 1 above)*	—
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency			
Name Raymond M. Thomas	☒	U.S. Certificated Mechanic	☐	Manufacturer
Address P.O. Box 1524	☐	Foreign Certificated Mechanic	C. Certificate No.	
City Mead State WA	☐	Certificated Repair Station	2742360	
Zip 99021 Country USA	☐	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 ☐	Signature/Date of Authorized Individual

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 Flt Standards Inspector		Manufacturer		Maintenance Organization		Person Approved by Canadian Department of Transport
		FAA Designee		Repair Station	XX	Inspection Authorization		Other *(Specify)*

Certificate or Designation No. 2742360	Signature/Date 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.)

N-4124	
Nationality and Registration Mark	Date

Tach: 406.34 AFTT: 1975.04

Inspected previous installation of Continental A-65-C-75-8 engine S/N: 5543968 in this aircraft. According to engine log book entry dated May 27, 1971 this engine was converted from an A-65-8 to an A-75-8 engine. This engine installation was found to conform to the following data.

The basis for approved data in order to install this engine in this aircraft is STC No. SA1044WE, issued to Aero-Spec, 340 North Dale, Fullerton California, dated 8-23-1965 with the exception of the propeller installed is the Flottorp 65A-66 propeller.

The flight manual was amended to include the operating limitations provided in the Aero-Spec FLight Manual Supplement for STC SA1044WE, with the ammendment of the type of propeller changed to Flottorp 65A-66. An operational check of the tachometer and the static propeller RPM found that the Flottorp propeller produced 1950 RPM at full throttle. This meets the requirements of the flight manual supplement included in STC SA1044WE.

The engine tachometer has been previously placarded with a red line at 2300 RPM.

The current aircraft weight and balance report was accomplished with this instalation.

The following pages are attached for reference:

1. Instructions for Continued Airworthiness

2. Airplane Flight Manual Supplement

**********Nothing Follows**********

☐ Additional Sheets Are Attached

Paperwork Reduction Act Statement: The reason for collecting this information is to track major maintenance performed on aircraft. The collected information is used as part of the aircraft's historical file. The public reporting burden for this collection of information is estimated to average 30 minutes per response. Responses are mandated by 14 CFR Part 43. Collected information becomes part of the public record and no confidentiality is required. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0020. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW Washington, DC 20591, Attn: Information Collection Clearance Officer, AIO-20.