

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 <u>Aeronca</u>	MODEL <u>7 AC</u>
	SERIAL NO. <u>7 AC-3786</u>	NATIONALITY AND REGISTRATION MARK <u>N 85059</u>
2. OWNER	NAME (As shown on registration certificate) <u>Lachendro, John, R.</u> <u>Miles, James, R. jr.</u>	ADDRESS (As shown on registration certificate) <u>2217 N. Harrison St.</u> <u>Arlington, Va 22205</u>

3. FOR FAA USE ONLY

The data identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and altered configuration when accomplished by the original modifier.

1-28-74 L.M. Young Sr. EADD-5
Date Signature of FAA Inspector

4. UNIT IDENTIFICATION

UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
				REPAIR	ALTERATION
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS <u>Charles W. Lasher</u> <u>14100 Lake Candlewood Ct.</u> <u>Miami Lakes, Fla. 33014</u>	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. <u>1133240</u>
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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 <u>Jan, 28, 1974</u>	SIGNATURE OF AUTHORIZED INDIVIDUAL <u>Charles W Lasher</u>
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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	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO. <u>1A 1133240</u>	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 Continental A65-8 engine.
Installed Continental A75-8 engine.

Any approved make propeller may be used which operates within the following limits:

- Diam not to exceed 70".
- Diam not to be less than 68.5.
- Static RPM not to exceed 2425.
- Static RPM not less than 1950.

RPM in flight not to exceed 2600.

THE FOLLOWING PROPELLERS ARE APPROVED.

McCauley	1B90/CM 7038	Metal
"	1B90/CM 7040	"
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Sensenich	M74CK-2-36	"
"	M74CK-2-38	"
"	M74CK-2-40	"
Sensenich	72GK 46	Wood
"	72GK 48	"
"	70D 44	"
"	70D 40	"
"	70D 42	"

ADDITIONAL SHEETS ARE ATTACHED