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

NM07-SLC-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 a civil penalty not to exceed $1,000 for each such violation (Section 901 Federal Aviation Act 1958)

1. Aircraft	Nationality and Registration Mark: N3576T	Serial No.: F-042
	Make: TAYLORCRAFT	Model: F19 / Series:
2. Owner	Name *(As shown on registration certificate)*: RANWEILER, JOHN L	Address *(As shown on registration certificate)*: Address P.O. BOX 2118 City EL PRADO State NM Zip 87529-2118 Country U.S.A

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 § 43.7.

Inspector, NM-FSDO-07 — Date 12/22/2006

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial Number
☐	X	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 Timothy Popp Address 415 Highland Dr. City Riverdale State UT Zip 84405 Country U.S.A.	X	U.S. Certificated Mechanic	☐	Manufacturer
	☐	Foreign Certificated Mechanic	C. Certificate No.	
	☐	Certificated Repair Station	393705201	
	☐	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 X APPROVED ☐ REJECTED

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

Certificate or Designation No.	Signature/Date of Authorized Individual
393705201	

FAA Form 337 (10-06)

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.)

N3576T — Nationality and Registration Mark

4 Sept 2009 — Date

1) Removed Taylorcraft Wire from stamped wing ribs during wing recover.
2) Replaced Taylorcraft wire with Rib Lacing IAW AC43.13-1B chapter 2 (Fabric Covering) to secure fabric to wings because of the lack of availability of Taylorcraft wire and to eliminate damage to wing ribs during the removal and installation of wire.
3) This installation is similar to Piper PA18-90 wing fabric installation.
4) Wing loading is the same as Piper PA18-90 for a wing span of 36' and wing chord of 63" and the number of ribs (15) per wing at 1500LBS gross weight and a never exceed speed of less than 150 MPH (AC43.13-1B fig 2-12.)
5) New fabric installed I.A.W. Poly Fiber Installation manual and STC SA1008WE except for deviation stated above.

Instructions for Continued Airworthiness

1. **Introduction:** Replace Taylorcraft wire with Rib Lacing for wing fabric recovering.
2. **Description:** Removal of wing Taylorcraft wire and replace it with rib lacing IAW AC43.13-1B.
3. **Control:** N/A
4. **Service Information:** N/A
5. **Maintenance Instructions:** Per AC43.13-1B Chapter 2 (Fabric Installation).
6. **Troubleshooting:** N/A
7. **Removal and Replacement information:** Per AC43.13-1B Chapter 2 (Fabric Installation) and Poly Fiber installation Manual.
8. **Diagrams:** N/A
9. **Special Inspection Requirements:** N/A
10. **Application of Protective Treatments:** N/A
11. **Data:** Piper N/A
12. **List of Special Tools:** Rib Lacing Needle
13. **For Commuter Category Aircraft:** N/A
14. **Recommended Overhaul Periods:** N/A
15. **Airworthiness Limitations:** N/A
16. **Revision:** A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.

Comments:

DCE 12/23/09

Federal Aviation Administration

Memorandum

Date: November 27, 2009

From : Manager, Denver Aircraft Certification Office, ANM-100D

To: Manager, Salt Lake City Flight Standards District Office Roger Caldwell FOR: TODD DIXON

Attn: David C. Longan

Prepared by: Roger Caldwell, Denver Aircraft Certification Office, ANM-100D
Phone: (303) 342-1086

Subject: ACTION: Alternate means of attaching fabric to wings of Taylorcraft F19

In response to your memo dated October 15, 2009 for coordination concerning the structural analysis of the ribs pertaining to an alternate means of attaching fabric to the wings of N3576T, a 1975 Taylorcraft F19 S/N: F-042 in which rib lacing would be used as opposed to the original wire clips fasteners.

We are in concurrence with this installation process and we strongly advise that the wing recover method be strictly adhered to IAW the Poly Fiber manual, STC SA1008WE, and AC 43-13-1B (Chapter 2, Section 1, Fabric Covering and Figure 2-6), as any deviations could degrade the quality and integrity of the structural load distribution.

If you have any questions please contact Roger Caldwell at (303) 342-1086.