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WORK REPORT ON CF-DSP

PIPER CUB, MODEL J3, REGISTRATION CF-DSP, SERIAL #195C MANUFACTURED 13/7/46
CONTINENTAL C-65 ENGINE, SERIAL 4202968, MANUFACTURED 18/7/46. C of R 3823,
C of A 1343, C of A EXPIRED JULY 26th, 1947.

Since manufacture this airframe has flown a total of 125 hours 15 minutes. Airframe damaged due to blowing into gasoline pump installation during high wind at Lethbridge, Alberta. Engine and propeller were not damaged.

FUSELAGE - Stabilizer and elevator on left side were damaged. Lower longeron, port side bent slightly. Top longeron port side kinked. Top longeron replaced by 4130 tube received from Cub Aircraft Corporation, Release note 3805 dated August 21st, 1947 covers.

Fuselage recovered with Grade A Cotton forward of stabilizer to tail, doped 4 coats (clear dope, 2 coats AND 2 coats yellow). Four holes 3 1/2" in diameter patched on port side of fuselage covering forward of wing lift strut attaching points.

Port mainplane covering opened at inspection holes, spars checked throughout. Attachment of lift strut fittings and root fittings inspected for condition. Three-fourths rib #5 from root nose section repaired by splicing in section of rib nose rib between main rib #5 and 6 replaced. Fabric repaired by patching, doping. Leading edge metal covering straightened, from main rib #5 to rib #6 from root.

STBD. MAINPLANE - Fabric covering opened at inspection holes, spars and fittings inspected through minor repairs to fabric covering.

All instruments calibrated. The following instruments calibrated by #10 Repair Depot, R.C.A.F., Calgary: Altimeter, tachometer, airspeed, Compass checked and calibrated by Aviation Instrument Services Ltd., Edmonton, Alberta. Compass swung.

Undercarriage inspected for condition throughout. Brakes were bled and fluid added as required. Propeller installed, Serial 10960, Des. L11BK-40, Manufactured by G. B. Lewis Co.

I hereby certify that all work listed has been done with certified material according to accepted practise, that all manufacturers service bulletins have been complied with to date, that no unapproved modifications have been incorporated and that the aircraft is airworthy.

E. A. Hogan
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E. A. Hogan
ABC Licence A1002
OCT 8 1947

I hereby certify that I/we have inspected in detail all airframe controls and find them properly installed and operating correctly; all locking and safety devices are present and correctly embodied.

E. A. Hogan
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E. A. Hogan,
Chief Inspector,
Alberta Aircraft Services Ltd.
Date: OCT 8 1947

J. D. Zmurchyk
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J. D. Zmurchyk,
A & C Licence A 1589
OCT 8 1947