

# 1213/1215 ✓

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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

Form Approved  
Budget Bureau No. 04-R060.1

**FOR FAA USE ONLY**

OFFICE IDENTIFICATION  
**WP-QADO-8**

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.

<b>1. AIRCRAFT</b>	MAKE North American	MODEL P-51D
	SERIAL NO. 122-31302	NATIONALITY AND REGISTRATION MARK N51DH
<b>2. OWNER</b>	NAME (As shown on registration certificate) Max I. Ramsay	ADDRESS (As shown on registration certificate) Rt. 1, Box 5 Johnson, Kansas 67855

**3. FOR FAA USE ONLY**

The alteration described herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject conformity inspection by a person authorized in FAR 43.7.

6-6-84 W. C. Chwin  
Date Approving Inspector RAL 4-08

**4. UNIT IDENTIFICATION**

**5. TYPE**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT	V1650	-724	310925		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

**6. CONFORMITY STATEMENT**

<b>A. AGENCY'S NAME AND ADDRESS</b>	<b>B. KIND OF AGENCY</b>	<b>C. CERTIFICATE NO.</b>
Hamilton Aircraft, Inc. Box 18, Chino Airport Chino, California 91710	<input type="checkbox"/> U.S. CERTIFICATED MECHANIC	408-57
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input checked="" type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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 June 5, 1984	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul E. Hamilton</i>
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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 RT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	<input checked="" type="checkbox"/> REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	

DATE OF APPROVAL OR REJECTION June 5, 1984	CERTIFICATE OR DESIGNATION NO. 408-57	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Paul E. Hamilton</i>
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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.

### B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

An engine emergency fuel system has been installed. Thus providing a fuel source allowing the engine to continue to operate at 2300 R. P. M. at 25" to 30" M. P. in case of engine fuel component failure. As this is a completely remoted source of fuel provision there is no way a mal-function of the system can effect normal operation.

See enclosure for electrical schematic:

See enclosure for system installation drawing:

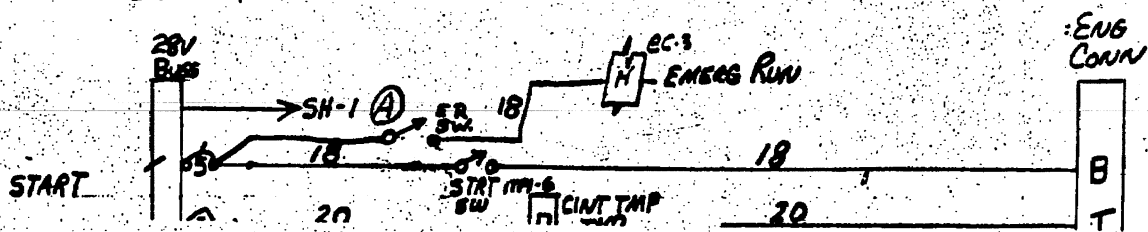
Aircraft WT. and BAL. and loading schedule reflects this installation.

All work done in accordance with FAR AC 43:13, Chapter 14, Section 1, Section 2.

- END -

ADDITIONAL SHEETS ARE ATTACHED.

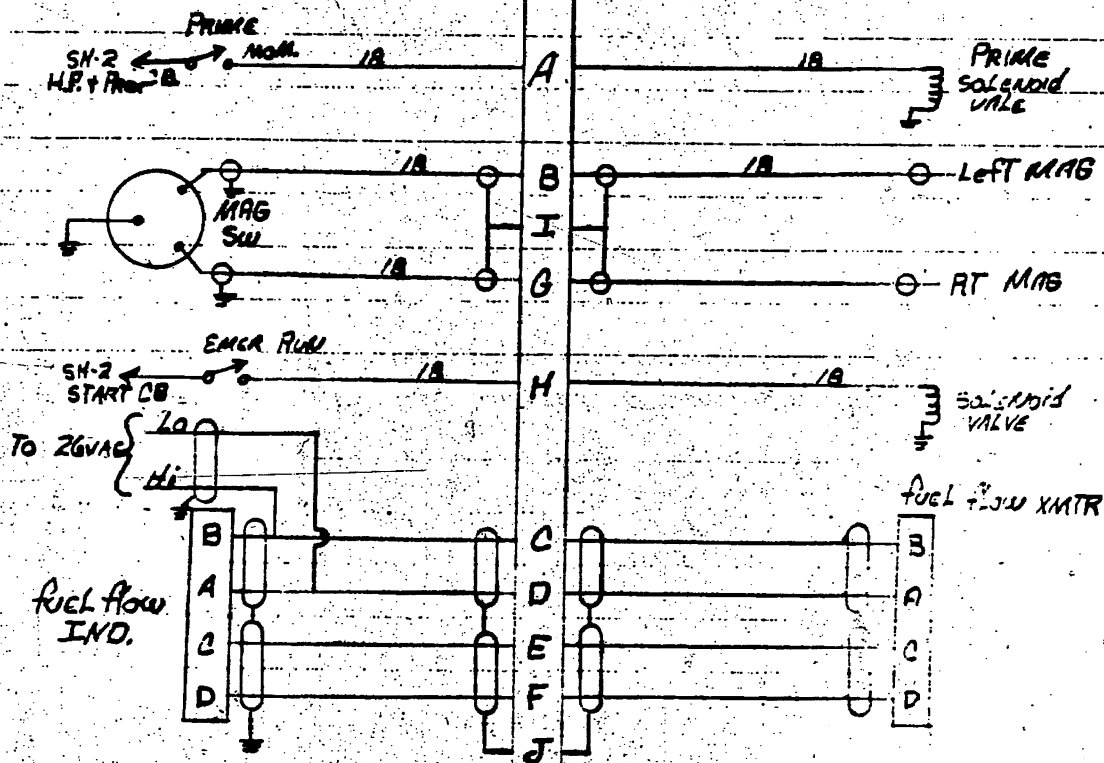
2 of MR-P-51  
ELECT SYS



2A of

MR-P-51

ENG. CONN 3



# P51-D N51DH

