tubular structure, including cluster joints and fittings;

(16) Fabrication, assembly, and alinement of tubular structures, the use of jigs, trammels, levels, and protractors;

(17) Marking of fittings for bending, proper and prohibited practices;

(18) Cutting, fitting, welding, and fabrication of aircraft structural tubing from drawings;

(19) Protective materials and finish, purpose, selection and application, exterior and interior;

(20) Care and selection of proper materials to be used in making all types of welded joints such as fluxes, welding rods, etc.;

(21) Brazing;

(22) Silver soldering;

(23) Soldering stainless steel;

(24) Oxyacetylene welding;

(25) Finishing stainless steel;

(26) Procedure to be used in riveting, selection and inspection of materials, and causes for rejection;

(27) Rivets, heat treated and others, their identification, where used, and limitations and precautions to be observed in the preparation, storage, care, and use of heat-treated rivets;

(28) Riveted joints and structures, fabrication of;

(29) Cutting, forming, drilling, fitting, and alinement for riveting;

(30) Heat treatment of aluminum-alloy rivets, sheet stock, fittings, structures, etc.; purpose, procedure, types, methods, usage, application and identification of. This should include hardening and annealing;

(31) Repairs to heat-treated aluminum-alloy structures, when permissible, and reheat-treating;

(32) Identification of aluminum and aluminum-alloy materials, properties, strength, usage, weight, and their handling. This should include 2S, 3S, 17S, 24S, 52S, 53S, 51S, 75S, and A17A;

(33) Fabrication of aluminum-alloy structures and fittings;

(34) Cutting, fitting, and fabrication of aircraft structure, and fittings from drawings;

(35) Equipment and tools necessary in the fabrication of aluminum-alloy structure and fittings, their use and care;

(36) Protective applications, purpose, selection, exterior and interior;

(37) Corrosion; causes and prevention and susceptibility of aluminum and its alloys to corrosion;

(38) Precautions and limitations concerning the repair of aluminum-alloy fittings;

(39) Precautions to be observed for aluminum-alloy materials when attached to and in contact with certain other materials and metals;

(40) Repair and maintenance of cowling and cowl fastening;

(41) Cleaning of aluminum and aluminum alloys, care to be used in selection of materials for this purpose;

(42) Cutting, forming, bending, fitting, and fabrication of stressed skin metal covering, including its repair;

(43) Computing bend allowance and application of same on flat sheet layout;

(44) Manner and procedure of attaching metal skin to structure;

(45) Construction, repair, and maintenance of fuel and oil tanks, and precautions to be observed in service and repair of same;

(46) Floats and hulls, construction, repair and protective applications;

(47) Firewalls, installation, and regulations pertaining thereto;

(48) Cowling, fairing, streamlining, covering, etc.; installation, care, repair, and inspection;

(49) Procedure, materials, and equipment used in hand forming intricate shapes and compound curves from sheet metal;

(50) Magnesium alloys used in aircraft;

(51) Blind type of sheet metal fasteners;

(52) Typical aircraft repairs to metal spars, ribs, bulkheads, and stringers;

(53) Repair of metal trailing edges of wings and control surfaces;

(54) All applicable Civil Air Regulations.

(d) *Fabric covering and finishing.*

(1) Identification of fabrics to be used for covering;

(2) Cutting and fitting;

(3) Thread, cord, tapes, selection, use and application of;

(4) Inspection before applying covering;

(5) Removing old protective coatings from structural members;

(6) Protective coatings for structural part to be covered by fabric;

(7) Machine sewing, hand sewing, tacking, and ribstitching, knots, spacing, etc.;

(8) Inspection openings, location, and number required;

(9) Fabric repairs and the testing of used fabric;

(10) Application of protective materials for coverings, both by hand and spray guns, their mixing, selection, and purpose served;

(11) Equipment required in the application of protective materials, use of same, and precautions to be observed in applying;

(12) Rejuvenation of protective coating;

(13) Location, dimensions, and regulations pertaining to the application of symbols, numbers, and letters for the identification of aircraft; procedure to be followed in applying;

(14) Determination of the grade of fabric to be applied to a specific aircraft;

(15) Estimates in the cost of fabric covering, refinishing, and repairs;

(16) Civil Air Regulations pertaining to the above.

(e) *Fuel systems.*

(1) Fuel-line installation, annealing, beading, attachment, size and capacity, and precautions to be observed in installation. Fuel-system inspection; identification of flexible lines and specifications relating thereto;

(2) Hose connections, liners, clamps, strainer fittings, drains, and control valves;

(3) Fuel tanks, installation, padding, ventilation, draining, cleaning, repairing, inspection, and testing;

(4) Gages, caps, and markings for content and capacity;

(5) Fuel-system components;

(6) Fuel transfer systems;

(7) Explantion and troubleshooting of typical fuel systems;

(8) Civil Air Regulations pertaining to the above.

(f) *Landing-gear assembly.*

(1) Types of landing gears, shock units, fabrication, materials used, and installation, maintenance, repair, adjustment, and inspection;

(2) Alinement of landing gears;

(3) Brakes, wheels, tires, etc.;

(i) Operation, inspection, maintenance, repair, adjustment, and bleeding of shoe, tube, and disk-type brakes;

(ii) Operation, disassembly, inspection, maintenance, and repair of push-type, pull-type, and diaphragm-type master cylinders;

(iii) Troubleshooting of the various individual brake systems;

(4) Inspection, maintenance, and lubrication of wheel bearings;

(5) Civil Air Regulations pertaining to the above.

(g) *Hydraulic and pneumatic systems.*

(1) Basic hydraulic and pneumatic principles;

(2) Explanation of the basic systems and the working principles of the component parts;

(3) Explanation of the constant pressure system and the operation and adjustment of the various units used;

(4) Operation, adjustment, and inspection of power-brake systems;

(5) Operation, adjustment, and inspection of wing-flap systems;

(6) Operation, adjustment, and inspection of landing-gear retraction systems;

(7) Troubleshooting of all the above systems;

(8) Flaring and bending of aircraft tubing to definite specifications;

(9) Installation, identification, and replacement of lines and fittings;

(10) Servicing, disassembly, inspection, testing, and adjustment of the component parts of the basic and constant pressure systems.

(h) *Aircraft electrical systems.*

(1) Installation, bonding, conduits, materials to be used and precautions to be observed in installation;

(2) The reading of aircraft electrical blueprints;

(3) Navigation, cabin, and landing-light installation, repair, maintenance, and inspection;

(4) Batteries, battery boxes, drains, vents, cables, switches, and connections;

(5) Lighting systems, fuses, switches, their installation and inspection;

(6) Power units, such as flap motors, landing-gear retraction motors, generators, etc.;

(7) Troubleshooting on electrical systems.

(i) *Radio installation and inspection.*

(1) Federal Communications Commission regulations pertaining to installation and operation of two-way radio;

(2) Shock panel installation;

(3) Method of connecting leads;

(4) Methods of insulating all wiring;

(5) String tying or other approved method for looming electrical wiring;

(6) Reading of wiring diagrams;

(7) Antenna installation;

(8) Use of shielding and bonding.

(j) *Instrument installation and inspection.*

(1) Instrument panel layout and installation;

(2) Construction, operation, and line inspection of engine and flight instruments.

(k) *Assembly and rigging, including control cables, controls, and control surfaces.*

(1) Equipment, instruments, and tools required, and their uses;

(2) Approved control cables; splicing, swaging, installation, and inspection;

(3) Types of control systems and control-operating mechanisms;

(4) Assembly, rigging, service, repair, adjustment, and inspection of aircraft controls, and control surfaces, including the aerodynamic considerations to be observed in their assembly and rigging;

(5) General aircraft assembly;

(6) Rigging the aircraft;

(7) Adjustments for minor flight discrepancies;

(8) Procedure to be followed for the installation, inspection, and maintenance of floats and skis; regulations pertaining to selection of same for approved stressed load, etc.;

(9) Practical demonstration by students in weighing and balancing an aircraft including necessary computations;

(10) Civil Air Regulations pertaining to the above.

(l) *Aircraft appliances and miscellaneous.*

(1) Flares; installation, inspection, and precautions to be observed;

(2) Safety belts; regulations pertaining thereto, installation, testing, and inspection;

(3) Cabin heaters and pressurizing equipment; installation, repair, and inspection;

(4) De-icing and anti-icing equipment (theory);

(5) General servicing, including fueling, refueling equipment, hand starting, preflight inspection, and engine runup;

(6) Precautions against fire damage, type of fire extinguishers to use, inspection, etc.;

(7) Use of battery service cart;

(8) Cleaning the aircraft; equipment and methods used;

(9) Aircraft parking, tiedown, storage, etc.;

(10) Civil Air Regulations pertaining to above.

(m) *Inspection of certificated aircraft.*

(1) Conducting a thorough and detailed inspection of an aircraft for reissuance of its airworthiness certificate;

(2) Types of inspection, by whom conducted, when required, and records of same;

(3) Preparation and use of Repair and Alteration Form ACA–337 after completing repairs or alterations, including other data, drawings, etc., which may be required by CAR;

(4) Airworthiness directives, aircraft specifications, manufacturers' bulletins, etc.; how obtained, purpose and use;

(5) Logbook entries;

(6) Civil Air Regulations pertaining to above.

"53.41 *Powerplant curriculum.* The powerplant curriculum shall include the following subjects:

"(a) Parts 1, 3, 4a, 4b, 6, 8, 9, 13, 14, 18, 24, 43, 52, and 62, of this subchapter, as amended, appropriate to the curriculum;

"(b) Instruments and equipment, their use and care;

"(c) Shop practice and procedures, use of forms;

"(d) Fundamental powerplant requirements;

"(e) Mechanical drawing;

"(f) Powerplant design and construction;

"(g) Carburetor and fuel injection systems;

"(h) Ignition systems;

"(i) Supercharging systems;

"(j) Starting, generating, and regulating systems;

"(k) Fuels and fuel systems;

"(l) Lubrication systems;

"(m) Operation and troubleshooting;

"(n) Disassembly, overhaul, repair, and assembly;

"(o) Inspection, use of inspection tools,

theory of magnetic particle and fluorescent penetrant;

"(p) Block testing;

"(q) Propeller installation and maintenance;

"(r) Powerplant installation;

"(s) Powerplant maintenance;

"(t) Turbojet, turboprop, and compound engines;

"(u) Theory and principles of powerplant operation;

"(v) Aircraft powerplant development; and

"(w) Aircraft weight and balance."

53.41–1 *Powerplant curriculum (CAA policies which apply to secs. 53.41 and 53.27).* The powerplant curriculum should include the scope and coverage of the subjects as outlined below. However, the curriculum need not necessarily be presented in this order since the breakdown of the various course phases is primarily intended to assist the applicant in preparing the curriculum.

(a) *Basic.* Same as airframe.

(b) *Powerplant overhaul and operation.*

(1) Four-stroke cycle principles;

(2) Theory of operation and fundamental principles of turbojet, turboprop, and compound engines (demonstration models for these engines not required);

(3) Power output factors, conversion of energy to b. m. p.;

(4) Horsepower and its calculation;

(5) The engine and its parts; nomenclature, function, and design features;

(6) Engine disassembly, care in the handling of parts and tools; shop cleanliness and safety;

(7) Cleaning procedures and selection of proper cleaners;

(8) Explanation of manufacturers' limitations;

(9) Inspection of engine parts, use of precision instruments such as micrometers, dial gages, maximum wear gages, etc.;

(10) Magnetic particle and penetrant inspection; operation of equipment and interpretation of indications;

(11) Recording the inspection and other engine overhaul phases;

(12) Approved engine repair procedures, such as rebushing, replacing valve guides, replacing studs, etc.;

(13) Use of hand tools such as drills, reamers, taps, and dies;

(14) Use of common engine overhaul equipment such as valve grinders, seat reamers, lathes, etc.;

(15) Engine disassembly, cleaning, inspection of parts, tolerances, repairs and replacements, reassembly, torque values, timing installations, inspection, and safetying. This shall include but is not limited to:

(i) Valve grinding, seat refacing, guide and seat replacement, etc.;

(ii) Valve and ignition timing;

(iii) Engine installation and inspection;

(16) Accessory buildup, run-in and testing the engine after overhaul or repair;

(17) Cold-weather starting, operation, and stopping procedures;

(18) General troubleshooting;

(19) General servicing, including fueling, refueling equipment, hand starting, preflight inspection, and engine runup;

(20) Preparation of the engine for storage; purpose of clear gas run; use of CAA forms pertaining to maintenance, repair, overhaul, etc.;

(21) Cost estimates, records, parts ordering and stocking, and the general rules pertaining to the operation of an engine repair and overhaul shop;

(22) Civil Air Regulations pertaining to the operation, repair, and overhaul of engines;

(c) *Carburetion.*

(1) Theory and principles of carburetion;

(2) Types of carburetors; their construction, installation, operation, repair, maintenance, adjustment, and inspection;

(3) Induction systems, diffusers, blowers, superchargers, carburetor heaters, air mazes, etc.;

(4) Carburetor troubles and corrective measures;

(5) Bench testing carburetors (float level, fuel flow, etc.);

(6) Fuel systems and their component parts;

(7) Aircraft fuel specifications and fuels to be used in aircraft operations;

(d) *Electrical systems and accessories.*

(1) Theory of basic electricity, magnetism, nomenclature, and related terms;

(2) Aircraft starters; types, principles, theory, electrical hookup, and operation (motors);

(3) Boosters; types, theory, electrical hookup, and operation;

(4) Generators; types, theory, electrical hookup, maintenance, and troubleshooting;

(5) Selection of wires or cables; sizes, soldering, terminal, and swaging;

(6) Construction and use of continuity test equipment; voltmeters, ammeters, ohmmeters, in the location of troubles in electrical units and circuits. Fuses; installation and precautions to be followed in replacement;

(7) Mockup work representing the entire aircraft electrical system and power source as related to the engine. Installation of equipment on aircraft;

(8) Complete overhaul procedure; starters, generators, and motors;

(9) Installation, adjustment of generator control boxes, boosters, etc.;

(10) Spark plugs; types, theory, maintenance, installation, and troubleshooting;

(11) Battery ignition system; principles and function;

(12) Magneto ignition, high tension, low tension; theory, principles, maintenance, troubleshooting;

(13) Ignition harnesses, plastic, supercharged, standard, shielded, unshielded; theory, troubles, maintenance, testing;

(14) Aircraft batteries; types, capacity, theory, maintenance, charging, and installation;

(15) Use of all types of test equipment necessary to the maintenance, repair, and inspection of all the above types of equipment.

(e) *Lubrication.*

(1) Theory and purpose of lubrication;

(2) Oils and lubricants; types, grades, and properties;

(3) Lubrication systems; dry and wet sump, splash and pressure;

(4) Pumps; types, installation, location, actuation, operation, construction, maintenance, repair, and inspection;

(5) Lines, hose connections, tanks, drains, vents, filters, etc.; their installation, care, and inspection;

(6) Heating and cooling; radiators, lagging, etc. Installation, maintenance, repair, and inspection;

(7) Pressure relief valves; types, location, purpose, adjustment, maintenance, repair, and inspection. Troubleshooting, high and low pressures, engine symptoms due to lubrication problems.

(f) *Propellers.*

(1) Aircraft propeller theory;

(2) Types; wood and metal, fixed, adjustable, controllable, automatic, feathering, etc.;

(3) R. P. M. and hp. ratings, limitations, and use;

(4) Propeller, including hub and blade; identification data, location, etc.;

(5) Maintenance and servicing of propellers;

(6) Alterations and modifications, repairs and inspections as recommended by the propeller manufacturer and in accordance with Civil Air Regulations; the extent of repairs permissible and by whom to be made, including changes in marking;

(7) Theory of local etching and magnetic particle inspection, procedure, purpose and extent used. Records; where recorded and by whom;

(8) Tracking of propellers; purpose and procedure;

(9) Propeller removal and installation and proper fitting; changes in installation to reduce vibration for representative types and models of all popular propellers;

(10) Equipment, tools and instruments necessary to properly adjust, service, and make such repairs as are permissible; the use and care of this equipment. Special emphasis is to be placed on safetying devices, such as lock rings, lock wires, cotter pins, clevis pins, safety wire, etc.;

(11) Maintenance, adjustment, and operation of controllable propellers;

(12) Maintenance, adjustment, and operation of the constant speed governor;

(13) Construction, adjustment, operation, maintenance of the hydromatic propeller;

(14) Construction, adjustment, and operation of electric propellers (theory);

(15) Operation of synchronization systems;

(16) Propeller de-icing and anti-icing systems (theory);

(17) Construction and operation of reverse thrust propellers (theory);

(18) Proper use and care of propeller maintenance, repair and testing equipment.

"53.42 *Instructors.* An applicant shall have that number of instructors holding appropriate mechanic certificates and ratings and such other qualified personnel as the Administrator determines necessary to provide adequate instruction and supervision of the students."

53.42–1 *Instructors (CAA policies which apply to sec. 53.42).* The applicant may use specialized instructors who are not certificated mechanics for giving instruction on subjects such as mathematics, physics, drawing, etc.

Operating Rules

"53.50 *Operating rules; general.* All holders of mechanic school certificates with appropriate ratings shall, in the conduct of the school, comply with the operating rules set forth in sections 53.41 through 53.58.

"53.51 *Quality of instruction.* The quality of instruction shall be such that at least 80 percent of the students who apply within 60 days after graduation for mechanic certificates and ratings appropriate to the curriculum from which they were graduated will be able to qualify for such certificates and ratings.

"53.52 *Hours of attendance.* No student shall be required to attend any class or classes of instruction for more than 8 hours in any day, or more than 6 days or 40 hours in any 7-day period."

53.52–1 *Hours of attendance (CAA interpretations which apply to sec. 53.52).* No student will be required to attend any class or classes of instruction more than 8 hours in any day, and in no case more than 40 hours in any 7-day period, or more than 6 days in any 7-day period. In the event a student be required to attend classes of instruction for more than 5 days of a 7-day period, the total attendance time shall not exceed the 40-hour limit.

"53.53 *Examinations.* Upon completion of each subject included in any approved curriculum each student shall be given an appropriate examination."

53.53–1 *Examinations (CAA interpretations which apply to sec. 53.53).* The examinations given by the approved school are to test the students' knowledge of the subjects just completed, and do not constitute the CAA examinations required by Part 24 of the Civil Air Regulations for the issuance of a machanic certificate.

"53.54 *Transcript of grades.* A certificated mechanic school shall furnish a transcript of grades for each graduate and each student leaving the school prior to graduation. The transcript shall be properly authenticated by an official of the school, and it shall state the curriculum and courses in which the student was enrolled, whether the student satisfactorily completed the particular curriculum and courses, and the final grades received in each course.

"53.55 *Graduation certificate.* A certificated mechanic school shall furnish each graduate a graduation certificate properly authenticated by an official of the school. Each graduation certificate shall show the date of graduation."

53.55–1 *Graduation certificate (CAA policies which apply to sec. 53.55).* The grade on the Graduation Certificate, Form ACA–391, should be an average grade, and should reflect the standard of performance of the student during the entire course and not just the grade made on the final examinations given by the school.

"53.56 *Required student records.* A certificated mechanic school shall maintain a current record of each student enrolled, showing the student's attendance, courses in which enrolled, examinations, and grades. These records shall be retained by the school for at least 2 years from the date of termination of enrollment. During such period the records shall be available for inspection by an authorized representative of the Administrator or the Board."

53.56–1 *Required student records (CAA policies which apply to sec. 53.56).*

(a) A certificated mechanic school should also maintain a progress chart or an individual progress record for each student, showing the practical projects or laboratory work completed, or to be completed, by the student in each phase of the approved course. The chart, or record, should be kept current so that at all times a record of the student's progress will be available.

(b) When a certificated mechanic school ap-

plies credit toward the completion of its approved course for work satisfactorily completed by a student at another mechanic school, accredited college, State-owned vocational or trade school, or military technical specialty school, the records should contain a properly authenticated transcript of grades from such school, including the curriculum in which the applicant was enrolled, listing each major instructional unit or subject, the hours of attendance, and the grades for each subject.

"53.57 *Maintenance of facilities, equipment, and material.* The holder of a mechanic school certificate shall maintain all facilities, equipment, and material in conformity with the standards required for the original issuance of the certificate.

"53.58 *Reports.* On the 1st day of January and July of each year, and at such other times as the Administrator may require, every holder of a mechanic school certificate shall transmit to the Administrator a correct and completely executed report on the form prescribed and furnished by the Administrator. Such reports shall include the following information as to students enrolled in the course or courses approved by the Administrator:

"(a) The names of all students enrolled;

"(b) The course or courses for which they are enrolled;

"(c) The names of the students who have been graduated within the period covered by the report and the course or courses from which graduated;

"(d) The names of all students dropped from enrollment within the period covered by the report and the reasons therefor."

53.58–1 *Reports (CAA rules which apply to sec. 53.58).* On the 1st day of January and July of each year, the holder of a mechanic school certificate shall transmit to the local CAA Aviation Safety District Office a correct and completely executed Mechanic School Report, Form ACA–392.

Appendix

CAA Regional Offices and Areas of Jurisdiction

Region 1, with headquarters office at Jamaica, Long Island, N. Y., is composed of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Delaware, New Jersey, Pennsylvania, Ohio, Maryland, Virginia, West Virginia, Kentucky, and the District of Columbia.

Region 2, with headquarters office at Fort Worth, Tex., is composed of the States of Tennessee, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Oklahoma, Louisiana, and Texas, and Puerto Rico, Swan Island, the Virgin Islands, and the Canal Zone.

Region 3, with headquarters office at Kansas City, Mo., is composed of the States of Michigan, Indiana, Wisconsin, Illinois, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, and Kansas.

Region 4, with headquarters office at Los Angeles, Calif., is composed of the States of Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, and California.

Region 5, with headquarters office at Anchorage, Alaska, consists of the Territory of Alaska, including the Aleutian Islands.

Region 6, with headquarters office at Honolulu, T. H., consists of the areas contained within the Honolulu, Wake, and Guam Flight Information Regions established by ICAO. (Major operations are conducted in the Territory of Hawaii and the islands of Canton, Wake, and Guam.)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

BUDGET BUREAU NO. 41-R070.4
APPROVAL EXPIRES AUGUST 31, 1950

TO BE COMPLETED BY AGENT

SIGNATURE

DATE RECEIVED

MECHANIC SCHOOL REPORT

1. NAME OF SCHOOL: Pence Aviation School

2. ADDRESS: 2299 Fifth Avenue, Pittshurgh, Pennsylvania

3. CERTIFICATE NUMBER: 1010

4. DATE OF CERTIFICATE: 11/6/50

5. TYPE OF TRAINING FOR WHICH SCHOOL IS CERTIFICATED: [X] COMBINED AIRCRAFT AND ENGINE [X] AIRCRAFT [X] ENGINE

ITEM	TOTAL DAY	TOTAL NIGHT
6. TOTAL SCHOOL HOURS IN		
a. COMBINED A & E COURSE	1890	1890
b. AIRCRAFT COURSE	1155	1155
c. ENGINE COURSE	1155	1155
7. HOURS OF TRAINING PER WEEK PER STUDENT, EXCLUSIVE OF REST PERIODS AND LUNCH HOUR	32.5	17.5
8. APPROXIMATE PER CENT OF TOTAL COURSE SPENT IN CLASSROOM OR THEORY IN		
a. COMBINED A & E COURSE	25%	25%
b. AIRCRAFT COURSE	25%	25%
c. ENGINE COURSE	25%	25%
9. INSTRUCTORS		
a. NUMBER OF INSTRUCTORS IN SCHOOL	12	1
b. NUMBER OF INSTRUCTORS THAT HAVE GROUND INSTRUCTORS CERTIFICATES	4	1
c. NUMBER OF INSTRUCTORS THAT HAVE BOTH A & E CERTIFICATES	8	1
d. NUMBER OF INSTRUCTORS THAT HAVE AN AIRCRAFT CERTIFICATE ONLY	0	0
e. NUMBER OF INSTRUCTORS THAT HAVE AN ENGINE CERTIFICATE ONLY	0	0
10. AVERAGE NUMBER OF STUDENTS PER INSTRUCTOR *(Count only those instructors that actually conduct classes daily)*	11	15
11. NUMBER OF STUDENTS IN THE LARGEST CLASS	17	15
12. NUMBER OF STUDENTS CURRENTLY ENROLLED IN THE SCHOOL IN		
a. COMBINED A & E COURSE	21	14
b. AIRCRAFT COURSE	0	0
c. ENGINE COURSE	1	1
13. NUMBER OF STUDENTS DROPPED FROM THE SCHOOL SINCE THE LAST REPORT	6	11
14.*NUMBER OF GRADUATES SINCE LAST REPORT IN		
a. COMBINED A & E COURSE	17	0
b. AIRCRAFT COURSE	0	0
c. ENGINE COURSE	1	1
15. NUMBER OF STUDENTS WHO ARE VETERANS TAKING TRAINING UNDER G.I. BILL	15	15
16. DOES YOUR SCHOOL GIVE A MECHANIC REFRESHER COURSE IN ADDITION TO REGULAR COURSE?	[X] YES	[ ] NO
17. NUMBER OF DESIGNATED MECHANIC EXAMINERS LOCATED AT YOUR SCHOOL	1	
18. IF YOUR SCHOOL GIVES A MAINTENANCE OR AERONAUTICAL ENGINEERING COURSE IN ADDITION TO THE A & E COURSE, GIVE NUMBER OF HOURS FOR THIS COURSE	No	
19. WHEN WAS YOUR CURRICULUM NOW IN USE APPROVED AND SEALED?	11/6/50	

REMARKS OR SUGGESTIONS *(If more space is required, continue on reverse)*

CERTIFICATION - I certify that the above statements and the statements made in any attachment are true.

SIGNATURE Clifford C. Phelps

DATE July 1, 1952 TITLE Director of Training

*Attach a list of graduates, giving their full name, the course in which they graduated and dates of entrance and completion of course.

21609

FORM ACA-392 (8-49)

Form ACA-614 (7-49)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved, Budget Bureau No. 41-R102.

CERTIFICATE NO. | DATE

RECOMMENDATION
☐ APPROVED
☐ DISAPPROVED

(AVIATION SAFETY AGENT)

MECHANIC SCHOOL APPLICATION AND INSPECTION REPORT

(NOTE.—Application on reverse side of this form)

INSPECTION REPORT ☐ INITIAL INSPECTION ☐ ROUTINE INSPECTION

1. NAME OF SCHOOL | 2. ADDRESS

3.	KIND OF COURSE	TOTAL HOURS	NUMBER WEEKS DURATION
COURSES GIVEN IN ACCORDANCE WITH CIVIL AIR REGULATIONS	A. COMBINED AIRCRAFT AND ENGINE		
	B. AIRCRAFT		
	C. ENGINE		

	YES	NO*
4. Does the present course of study meet the requirements of CAR 53 and CAM 53?		
5. Is the course of study considered up-to-date and adequate for current requirements?		
6. Is the instruction personnel competent and properly certificated?		
7. Does the school have sufficient instructional aids for all phases of training?		
8. Does the applicant operate an aircraft and/or engine-repair station?		
a. Does the school have sufficient classroom and shop areas separate from the repair station?		
b. Are students thoroughly trained in fundamentals before permitted to do practical work in repair station?		
9. Do all students have an opportunity to do practical overhaul work on live equipment before graduation?		
10. Do facilities, equipment, and records meet current minimum requirements of CAR 53 and CAM 53?		
11. Is required equipment in possession of school conveniently located for training purposes?		
12. Are necessary materials, supplies, and tools available for training and proper storage facilities provided?		
13. Are classrooms and shop space adequate for courses given?		
14. Are classrooms and shops properly equipped, heated, lighted, and ventilated?		
15. Have proper safety measures been taken to insure adequate protection of students operating dangerous equipment, including engine test stands?		
16. Are classrooms and shop areas sufficiently clean and orderly to show evidence of good housekeeping?		
17. Does the school offer full cooperation with respect to examinations, inspections, reports, and other requirements?		
**18. Do school records indicate that at least 80 percent of graduates who take CAA written and practical examinations on completion of course are successful on first attempt?		
**19. Are school's mechanic examiners maintaining satisfactory standards and records on CAA practical examinations?		

20. TOTAL NUMBER OF HOURS OF TRAINING PER DAY PER STUDENT, EXCLUSIVE OF REST AND LUNCH PERIODS	21. APPROXIMATE NUMBER OF SQUARE FEET OF SPACE USED FOR TRAINING	22. PRESENT ENROLLMENT OF SCHOOL	23. DATE CURRICULUM NOW IN USE APPROVED AND SEALED

24. GIVE YOUR ESTIMATE OF THE SCHOOL AS TO ITS GENERAL ABILITY TO SATISFACTORILY FUNCTION AS A CERTIFICATED MECHANIC SCHOOL

* Explain items checked "No" on a separate sheet. ** Items not applicable on initial inspection.

16—59890-1

(OVER)

Form ACA-614 (7-49)

25. REMARKS: INCLUDE ANY RECOMMENDATIONS THAT YOU MADE FOR IMPROVING THE SCHOOL. IF A LETTER WAS SENT POINTING OUT DEFICIENCIES, ATTACH A COPY. (IF ADDITIONAL SPACE IS NEEDED, CONTINUE ON SEPARATE SHEET OF PAPER.)

APPLICATION FOR MECHANIC SCHOOL CERTIFICATE AND RATING

☒ ORIGINAL APPLICATION ☐ ADDITIONAL RATINGS

1. NAME OF SCHOOL	2. ADDRESS
Myles Aircraft Mechanic School	645 Skyway Road, Kansas City, Missouri

3. RATING(S) APPLIED FOR

☒ COMBINED AIRCRAFT AND ENGINE ☒ AIRCRAFT ☒ ENGINE

	YES	NO
4. Do the present classrooms, shop space, facilities, equipment, and materials meet the requirements of Part 53 of the Civil Air Regulations?	X	
5. Are three (3) copies attached of a list of instructors giving type, number, and ratings of their certificates and subjects to be taught?	X	
6. Are four (4) copies attached of all proposed curriculums for which approval is requested?	X	
7. Are three (3) copies attached of an inventory of facilities, equipment, and materials used by the school?	X	

8. WHAT IS THE PRESENT ENROLLMENT OF THE SCHOOL?	9. WHAT IS THE CONTEMPLATED ENROLLMENT OF THE SCHOOL?
1000	1000

CERTIFICATION.—I CERTIFY THAT THE STATEMENTS MADE ABOVE, AND THE STATEMENTS MADE IN ANY ATTACHMENTS HERETO ARE CORRECT AND TRUE.

April 20, 1952	A. R. Myles	Director of Training
(DATE)	(SIGNATURE OF APPLICANT)	(TITLE)

CAA AVIATION INFORMATION

U. S. GOVERNMENT PRINTING OFFICE: 1953