

Manufacturer	DEHAVILLAND	Place	HATFIELD, ENGLAND	Date	
License No.	N-8658	Type	DH-82A	Serial No.	NL 885
Description	2-PLACE BIPLANE TRAINER.				
TCDS:	ASPC (Harry E. Williams / Cliff Robertson)				
Reconstructed By	86332	Place		Date	
Seating Capacity (Crew Included)	2	Weight Empty		Weight Loaded	
Propeller	DEHAVILLAND	Hub Design	DH 5220 P	Hub Serial No.	A-25478 E
Blade Design		Blade Serial No.		Blade Serial No.	
Ch	5.85	Width		Diameter	6.33 ft.
ne	DH GIPSY MAJOR	Model	1C	Serial No.	81271
d H. P.		Bore		Stroke	853

ARB NO.	Date of Compliance	REMARKS
M 125	8-17-74	FOUND COMPLIED WITH OR INSTALLED.
M 134		
M 138		
82		
85		
86		CT (82) 19 COMPLIED WITH BY FITTING OF NEW PINS.
89		
139		
9-6-74		Harvey L. Benoit A+P# 2151083

4-15 PURCHASED AIRCRAFT IN FRANCE, IN DISASSEMBLED CONDITION.
-73 PACKED INTO 40' CONTAINER FOR SHIPMENT TO USA.

RECEIVED FRENCH CANCELLATION CERTIFICATE, APPLIED FOR
AND RECEIVED US N-NUMBER N-8058 FROM FAA-OKC
5-11-73.

AIRCRAFT COMPLETELY OVERHAULED SEE WORKSHEET.

TIME SINCE MANUFACTURE 955:50 TRANSFERRED FROM
FRENCH LOGBOOKS.

Geoff E. Frank ^{AM} 1309247

Maintenance Report: DeHavilland DH-82A N-8058 s/n NL.885
work started on 3-15-74, finished on 9-6-74.

Removed all fabric from wings, ailerons and empennage components.
Inspected all woodwork and made minor repairs where needed. Replaced
all cables and fittings with new components.
Revarnished wood. Recovered wings, ailerons and empennage components,
with Ceconite 101 per approved procedure. Checked aileron control box,
etc. for compliance with ARB mods. 125, 134 and 138. Complied with
mod. 114 using new cables. *Wing work done by*

*Det. H.S.B.
A+P #2151083*

Stripped fuselage of all fittings and components. Removed fabric,
removed engine mount and engine, etc.
Completely sandblasted fuselage frame and made thorough inspection for
any damage to frame, made few minor repairs. Sprayed frame with six coats
of epoxy paint, Rand-O-Plate.
Reinstalled rear, intermediate and front turtledecks, using all servicable
components, after making minor repairs to same.
Installed new cockpit floor and overhauled complete control box assembly.
Installed new interior fittings, overhauled throttle quadrants, trim quadrants,
slat control.
Recovered fuselage with Ceconite 101 according to approved procedure.

Sprayed all newly covered surfaces with 2 coats of nitrate dope, 4 coats
of clear butyrate dope, 4 coats of silver butyrate dope, 3 coats of
colored dope. Applied Ceconite tape after nitrate dope application.
Sanded between coats where needed.

Reinstalled fittings, windshields, empennage, new instrument panels with
overhauled or new instruments. Installed servicable magnetoswitch.
Installed new control cables.
Reinstalled cabane section, after complete stripping and repainting with
metal primer and colored enamel.
Installed servicable fuel tank. Installed new fuel lines. Installed servicable
firewall and engine mount.
Installed Gipsy Major 1-C engine s/n 81271, using new engine mount rubbers.

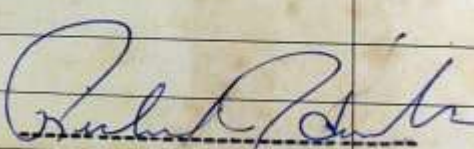
Removed existing tailskid and installed tailwheel. Installed hydraulic
brakes on both wheels and installed Piper J-3 brake cylinders in rear
cockpit. See 337 form.
Painted wings. Stripped interplane struts and inspected same.
Repainted struts and installed wings. Used new stainless steel flying,
interplane, landing and cabane wires. Used stainless steel clevises and pin

Rigged aircraft according to appropriate procedures, this and all other work
done in accordance with DH Tiger Moth Erection and Maintenance Manual.
Installed complete servicable Sutton harness in front and rear cockpits.
Placarded both cockpits and applied appropriate instrument markings.
Checked and found in compliance with FAA TC Data Sheet A8EU.

Verified compliance with or installation of all applicable ARB mods.
All work done on this aircraft in compliance with AC 43.13-1
Checked all safeties, lubricated all hinge points.
Reweighed aircraft and made out up to date Weight and Balance Sheet.
Aircraft inspected and found to be in airworthy condition, ready for test hop.

9-6-74

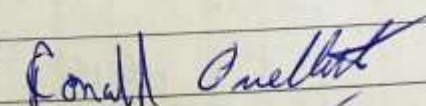
*Harvey L. Bennett
A+P #2151083*

7# DATE	NATURE OF FLIGHT	No. of Pass.	TIME OF FLIGHT		TIME IN AIR		Miles Flown	REPAIRS — ADJUSTMENTS — REMARKS	SIGNATURE	LICENSE NUMBER
			Up	Down	Hours	Min.				
9-12	TESTHOP	/				45	/	TESTHOP ok	Joe E. Frank	ATR 1309297
<p>DATE <u>9/6/74</u> TIME ON AIRFRAME ENGINE <u>955</u></p> <p>TACH TIME <u> </u></p> <p>I certify that this <u>Aircraft</u> has been inspected in accordance with a <u>Visual</u> inspection, and was determined to be in airworthy condition.</p> <p style="text-align: right;">  Rating & Number <u>A+P 154636FA</u> </p>										

VOID FOR MAINTENANCE ENTRIES

9-12-74 I HAVE INSPECTED THIS AIRCRAFT AND ISSUED
A SPECIAL AIRWORTHINESS CERTIFICATE DATED 9-12-74.
Wm. R. Hely FAA NE-GADO-13

Certified that this Aircraft is approved for issue of its U.K. Certificate of Airworthiness for Export.
Surveyor Edwards
Civil Aviation Authority
Airworthiness Division.
Date 23rd September 1974

10-7-74 Installed ELT

A+P 2004225

10-21-74

Replaced left oleo strut - Re-installed and lubed
brakes. all work done in accordance to De Havilland DH82A
Maint Manual. Checked all safeties lubed all hinge
points A/C preflight checked OK

Ronald Orrellt
AP 2004225

10-27-75

I certify I have inspected this Aircraft in accordance with
a 100 hr insp. Checked condition of fabric, control cables,
inspected landing gear, and checked controls for freedom of
movement to all stops. checked seat belts, repacked wheel
bearings, repaired leak in fuel tank, checked Fin port Vacuum
interiors, checked all safeties, lubed all hinge points. All work
done in accordance with Tiger Moth Maint. Manual or
AC 43.13-1A

Ronald Orrellt
AP 2004225

USE
IER

DATE

1975

INSPECTION — MAINTENANCE — REPAIRS — ALTERATIONS

November 4. I have inspected this aircraft and issued
a Standard Airworthiness Certificate this date of
11/4/75 Douglas B-1 Single FAA NE GADO-13
General Maintenance Inspector.

4-77 Completed all items on checklist.
Performed compression check on engine

T.T. 991:45

Date 4-21-77 I certify that this AIRFRAME
has been inspected in accordance with a annual
inspection and was determined to be in
airworthy condition ALL AD'S AS OF THIS DATE C/U

Shelton J Ray AP1851067 1A

July 12, 1979 T.T. 1007:15 COMPLETED ANNUAL INSPECTION
I.A.W. TIGER MOTH MAINT. MANUAL. ALL APPLICABLE
A.D'S THRU 79-13 CKED. FOR COMPLIANCE

Date 7-12-79 I certify that this AIRFRAME
has been inspected in accordance with a ANNUAL
inspection and was determined to be in
airworthy condition

Shelton J Ray AP1851067 1A

Date 9-5-80 Time on a/c Engine 1129:05

Tach. Time —

"I certify that this AIRCRAFT has been
inspected in accordance with an
annual inspection and was determined
to be in airworthy condition."

All applicable AD's checked for com-
pliance thru 80-17

Mechanic Shelton J Ray No. 16284081A

- ① Repacked all wheel bearings
- ② Seized brakes
- ③ Lubricated A/C

Date 11-17-80 Time on a/c Engine 1134.35

Tach. Time

"I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition."

All applicable AD's checked for compliance thru 80-22

Mechanic John Loman No. 1628408 JA

- ① This inspection conducted for purpose of Export certificate
- ② Lubricated all controls
- ③ Cleaned a/c
- ④ Run up satisfactory

9/7/81 - 8 new sparkplugs - with shielded fittings
3 new spark plug harness
8/9/81 - Sign off - OK to TEST

6-12-1982 I CERTIFY THAT THIS AIRCRAFT TOTAL TIME 1339 hrs
HAS BEEN INSPECTED IN ACCORD-
ANCE WITH A ^{Annual} 100 HR. INSPECTION
AND WAS DETERMINED TO BE IN
AIRWORTHY CONDITION

ALL AD NOTES THRU 82-07-02 CHECKED
FOR COMPLIANCE

C. Gutterman
APP 1333792

12/12/81	LOCAL	0			30	
12/13/81	"			1	30	
Jan 2 '82	"	1		1	00	
5	"				30	
16	"				30	
17	"			1	00	
Feb 13	"				15	
14	"				30	
Mar 10	"				30	
27	"				15	
Apr 2	"				30	
24	"			1	00	2.00
TOTALS FORWARD						
TOTALS TO DATE				1139	05	
				1147	05	

Date 6-12-1982

"I certify that this
has been inspected in accordance with
ANNUAL inspection
and was determined to be in airworthy
condition."

By Charles L. Smith
1.A. 8535

7/18/84
CLEANED PLUGS / FILLED + PUMPED BRAKE SYSTEM /
CLEAN ENGINE / CHANGED OIL /

7/18/84 total time AIRFRAME 1,165.10 hrs
Performed 100 hr + annual inspection this date.
performed insp in accordance with FAR 43 App D
and De Havilland DH-82A maintenance manual.
I certify that This aircraft has been inspected in
in accordance with an annual inspection and was
found to be in airworthy condition.

Sam Taha AF 392600655

DATE

12/1/85 total Time Airframe 1182.0 hrs.

Performed annual inspection this date. Inspected as outlined in FAR 43 app. D and Detairland DH82A maintenance manual. Nothing abnormal found. I certify that this a/c has been inspected in accordance with an annual inspection and was determined to be in airworthy condition. Sam Zaher AI 392600655

INSPECTION

4/1/88 total time airframe 1214.30 hours. Performed annual inspection this date. AD's check through 4/1/88 for compliance. I certify that this aircraft has been inspected in accordance with an annual inspection (as per FAR 43 app. D and DH82 maintenance manual) and was determined to be in airworthy condition. Sam Zaher AI 392600655.

5/11/89 ANNUAL INSPECTION AS PER FAR 43. CLEANED FUEL SCREENS. REPAIRED SLIGHT FABRIC DAMAGE TO RIGHT AILERON - INSTALLED NEW FUEL LINE HOSE - PACKED WHEEL BEARINGS - INSTALLED USED SERVICEABLE AXEL TO OLD FITTINGS AND REUSED SERV LEFT SIDE BOTTOM OIL ATTACH FITTINGS. FABRICATED ONE NEW BRACKET FOR CARBURETTOR RETURN SPRING - INSTALLED NEW BLS BATTERY GOOD THROUGH 91 - ~~REPAIRED~~ REPAIRED SPINNER ATTACH SIVD - LUBED CONTROLS AND LINKAGES - NO AD'S APPLY AT THIS TIME - AIRCRAFT TIME IN SERVICE 1254.30 HRS (Rayard du P. PA 47382513)

NEW GARDEN AVIATION
TOUGHKENAMON, PA
(215)-268-8988

I certify that this A/C has been inspected in accordance with an ANNUAL inspection and was found to be in airworthy condition. Date 1254.30
Tach 1254 Sig. S du
IA47382513

FORWARD

March 16, 1992 -- Aircraft log book, permanent entry.
DeHavilland DH 82a, serial #NL885, USA registration N8058,
total time aircraft 1274 hours.

All fabric covering was removed from the aircraft. The wooden components were inspected and minor repairs consisting of replacement of loose gusset plates, etc. was accomplished. A major repair consisting of the replacement of the rear spar of the lower left wing is detailed in FAA form 337 dated Nov. 23, 1990. All wooden components of the aircraft were given two coats of epoxy varnish. The fuselage structure was inspected, cleaned, sanded and given two coats of epoxy chromate primer. All fabric covered components were re-covered as detailed in FAA form 337 dated Mar 16, 1992. The hydraulic brake hoses from the brake cylinders to the wheels were replaced. The brakes were dis-assembled, cleaned and inspected. The right main wheel assembly was replaced with a serviceable factory part. The wheel bearings were cleaned, inspected and repacked. The tires were reversed on the rims for continued use. All pitot-static lines were replaced. The tach drive cables were dis-assembled, cleaned and re-installed.

Daniel C. Malick A&P 718791

Daniel C. Malick

DATE	FLIGHT	Post	Up	Down	Hours	NUMBER
4-3-92	T.T.	1274 HRS.	Assemble and rig entire aircraft.			
Perform all routine 100 Hr. maintenance in accordance with De Havilland DHTM-1 maintenance and repair manual.						
checked all AOS for Compliance thru rev. 92-05.						
As of this date I have completed inspecting this aircraft in accordance with FAR 43 appendix D in accordance with an annual inspection and as of this date is approved for return to service. Herbert Bunker						
A&P 352225435 I.A.						
TOTALS FORWARD						
TOTALS TO DATE						

T.T. 1304 has Completed inspection of this AC
 in accordance with DE Havilland DHT-1 Maintenance
 & Repair Manual, FAR 43 Appendix "D", Check on
 R/D's then 93-09. RA ~~Required~~ CA ~~Required~~ CA
 ELT Battery Doc 2-94. has been inspected in accordance
 ENo, Run & Check with Annual inspection and was determined
 to be in Airworthy Condition.
 All Performance
 Total Time 1304 Date 5-26-93
Paul Schu
Russell J. Jaller A & E 1580680 LA

12-2-93 Change engine Gyro Major Model IC S/N 853
 + install newly Major per log entry 3-27-92 S/N 81271,
 this engine has all accessories already installed - engine
 change accomplished, installed + serviced w/ 8 qts of
 Shell mineral oil, run-up + leak chkd OK. A/c
 flight tested OK.
 TTAC: 1333
 Tlog: 2634
 Smob: -0-
Paul Schu
APP # 2134465
 A & P Aircraft Maint. Inc.
 Brookhaven Airport
 Shirley, NY 11967
 516-281-7801
 TOTALS FORWARD

Weight and Balance Report DeHavilland Tiger Moth DH-82A N-8058

Fuel and oil tanks empty, Empty Weight this aircraft 1140 lbs.

C.G. limits for the DH-82A with anti-spin strakes installed +7.0 to +15.3

Present Equipment List:

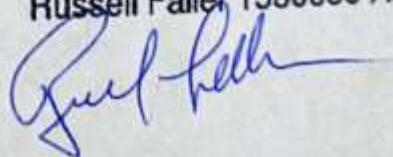
1 wooden Propeller	2 turn and slip meters
1 Gipsy Major 1-C eng.	2 oil pressure guages
1 starter and battery	2 mechanical tachometers
2 Magnetic compasses	2 seat and shoulder belts
2 altimeters	2 airspeed indicators
1 rate of climb indicator	1 EBC ELT

Empty Weight	1140 lbs.	at	10.52	11993	Empty C.G. 10.52
Pilot	165		46.0	7590	
Fuel	144		-8.3		-1195
Oil	18		-13.3		- 239
Passenger	165		16.0	2640	
Max. Baggage	36		75.0	2700	
<hr/>					
	1668			23489	

C.G. in the above condition is 14.08 %

May 20, 1993

Russell Faller 1580680 A&P



AÉRODYNE

E BDNZ

1. Marque de nationalité et d'immatriculation : E BDNZ
2. Classement (catégorie, subdivision) : N/m a t 3. Port d'attache : Caen - Libron
4. Constructeur : de Havilland
5. Type : Single-Moth DH. 82-A 6. N° de Série : NL-885

PROPRIÉTAIRE

7. Nom et prénom : Etat-français à l'Aéro club de Caen
8. Adresse : Palais des Repères Caen (S. Orientales)
9. Nationalité : française



A Paris, le 6 juin 1954

10. Signé par :

LE CHIEF DU SERVICE AÉRONAUTIQUE

Dates des diverses réfections ou reclassifications depuis la mi

Appareil ayant subi une révision
Major au total de 479 h. 35 depuis
l'entrée aux H^{ts} Aéronefs
Coopère sous contrôle SPAP - La Ro-
chelle en date du 23-6-48
Mise en fonction de stockage longue
durée le 6-7-48-
Destocké le 22-6-50 par les soins
de l'EGG-60 à Châteauroux.

(1) Ces indications doivent être intégralement reproduites sur tous les li

DATES	PILOTE	NOMBRE D'HOMMES d'équipage	VOYAGE	HEURES		Heures du mois		Heures depuis fabrication		COMPTAGE A l'arrivage mots Total	
				DÉPART	ARRIVÉE	DURÉE du VOL	METRES PAR COURTES	NOMBRE de PASSA- GERS	METRES- DES	COURTES	Import
				Report . .				488 ^H	30		
26.8.50						0 ^H 22'					4
22.4.51						0 15					6
"						0 7					1
"						0 19					2
7.5.51						0 12					2
16.5.51						0 13					2
"						0 10					2
24.5.51						0 10					1
"						0 11					2
25.5.51						0 13					2
				A reporter . .		2 ^H 12'					24

DATE du contrôle	DATE de l'achèvement	révision générale	la fabrication
10.1.51			
Inspection Générale 1 ^{re} semestre 51		Visa et date de l'inspection :	
HT = 859 ^H 49		Pan Jéron le 10-2-55	
HR = 428 ^H 38		P. Jéron	
BV Situation V			
IS	Inspection Générale 2 ^{me} semestre 55		
	HT = 955 ^H 50		
	HR = 515 ^H 06		
BV Situation R			
Pan le 9-8-55			
BV Situation V	Idem		
16 août Vol de remorqueur			
A pour fabrication machine atteinte			
Situation R			
14-8-55			

Tom,

This is log book for F-BDNZ now N8058. This aircraft was one of many imported by Geert Frank, a Pan Am pilot. He bought Tiger Moths throughout Europe and refurbished them at a factory in Massachusetts. He is responsible for almost all of the Moths now in the USA.

They were advertised in Trade A Plane for \$12,000 back in the 70's.

I owned N8058 for 30 years, flew N.Y. to FL 3 times. The plane was rebuilt in 1990 following a mishap.

The engine was overhauled by Ed Clark the Gipsy guru, now deceased.

Sold her a few years ago to a guy in Florida who did not fly at all.

Best, Ed.

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

All fabric covered components of this aircraft (DeHavilland DH-82a) were re-covered using the "Stits" process. The materials used were manufactured by "Stits Poly-Fiber Aircraft Coatings". The Poly-fiber aircraft covering process was used, and the procedures were as set forth in Stits procedure manual #1, revision No. 15, third edition, dated April 1989. The materials were as authorized under FAA STC #SA-1008 WE. Stits Poly-fiber E-103 fabric was used for the cover and finishing tapes. Three coats of Poly-Brush, four coats of Poly-spray, and three coats of Poly-tone were used to complete the finish.

This aircraft (DeHavilland DH-82a) is listed in FAA approved master eligibility list No. SA 1008 WE, under TC # ABEV.

Information in AC-43.13-1A, chapter 3 (Fabric Covering) was used as a guide during the re-covering process.

(END)

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

Repair the following components:
Port upper wing, Starboard lower wing.

All metal fittings removed, cleaned, inspected and painted.
Wings assembled, trammed, varnished with 2 coats of epoxy varnish,
all new hardware used in assembly.
all work done in accordance with DeHavilland repair manual DHTM-1,
DeHavilland drawings LH U2551 assembly of top plane, RH U 2931 assembly
of bottom plane.

AC 43.13-1A Chapter 1, section 1&2 used as a reference and guide for
acceptable procedures for wood construction.

Both wings approved for cover.

This 337 applies to major repairs to this wing panels only.

End-----

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.)

Aircraft: DeHavilland Tiger Moth, DH 82a, Serial NL885, registration
N8058. (Nov 23, 1990)

Repair: Replaced the rear spar of the lower left wing, due to a
non-repairable split in the original.

The replacement spar was a factory manufactured part.
(DeHavilland Tiger Moth part # H36830) This spar was a
servicable part supplied by:

Moth Aircraft Co.
13004 Yukon Ave.
Hawthorne, Cal 90250

The DeHavilland repair manual "DHTM-1" was used as a guide
and reference for acceptable repair methods. A DeHavilland
Aircraft Co. print #LH-U2930, "Assembly of Bottom Plane"
was used to check all dimensions.

FAA publication AC 43.13-1A, chapter 1, sections 1 and 2
were used as a reference and guide for acceptable pro-
cedures for wood construction.

The wing was checked for proper trammel. After completion
of repairs, the entire wing was coated with epoxy varnish.

This FAA form 337 applies to the major repair to this wing
panel. No dis-assembly, assembly, re-covering, or other
repairs to this aircraft are covered by this document.