



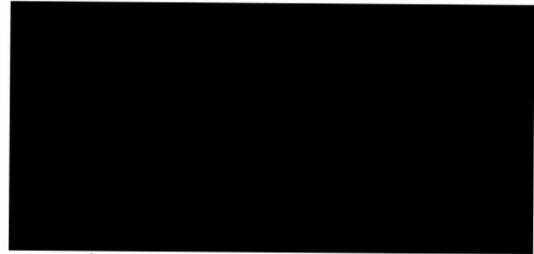
U.S. Department
of Transportation
**Federal Aviation
Administration**

Mike Monroney
Aeronautical Center

P.O. Box 25082
Oklahoma City, Oklahoma 73125

December 2, 1991

George H. DuFour, President
Southwest Aircraft Recovery
9900 Adm. Dewey, N.E.
Albuquerque, NM 87111-1342



Dear Mr. DuFour:

Aircraft N3290P

Enclosed is a letter from the FAA Aircraft Registration Branch regarding your application for registration of the above referenced aircraft. That letter constitutes notice that your application for registration of the aircraft in the name of Southwest Aircraft Recovery (hereafter Southwest), dated September 26, 1991, is rejected.

The basis for the rejection is that the Order of Abandonment, on which the application for registration is based, does not establish the ownership of the aircraft in the name of Southwest, as required by 14 CFR 47.11(d). As such, the application is not supported by evidence of ownership, in accordance with Section 47.11.

We are aware that your application for registration relies on our letter of September 16, 1991, in which we replied to your written request, dated September 3, 1991, for guidance on registration of abandoned aircraft. Reliance on that letter is misplaced, since it clearly states a requirement, in accordance with 14 CFR 47.11(d), for a court order that determines the ownership of an aircraft, the title to which has been unsettled or in controversy (see page 1, second paragraph of the letter). Insofar as the Order of Abandonment makes no determination that ownership of the aircraft is in the name of Southwest, the Order does not meet the requirements of Section 47.11(d) as a basis for registration.

Incident to our consideration of your application for registration, we received correspondence from legal counsel representing Aero Investments, Ltd., which claims to be the owner of the aircraft. The correspondence raises questions regarding the legal sufficiency of the process for claiming aircraft as abandoned, particularly with respect to the adequacy of notice given to those who appear to have an ownership interest in the aircraft. These concerns appear to have some merit. However, we make no determination as to whether they are legitimate objections to the legal sufficiency of Southwest's process for claiming aircraft as abandoned.

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the procedures described in your letter of September 3 and our letter of September 16, unless a positive determination of ownership of an aircraft has been made by a Court.

If you have questions on this matter, you may contact myself or Al Rodriguez of this office at (405) 680-3296.

Sincerely,



for Joseph R. Standell
Assistant Chief Counsel
Aeronautical Center

cc:

Jack Linton, Esq.
Daniel R. Dolan, Esq.
Perkioman Airways



U.S. Department
of Transportation

Federal Aviation
Administration

Aviation Standards National
Field Office
FAA Aircraft Registry

P.O. Box 25504
Oklahoma City, Oklahoma 73125

December 2, 1991

Southwest Aircraft Recovery
9900 Adm. Dewey N.E.
Albuquerque, New Mexico 87111

Gentlemen:

We have received a certified true copy of the Order of Abandonment, Misc. No. 91-175, and Aircraft Registration Application in the name of Southwest Aircraft Recovery pertaining to Piper PA-23-160, serial number 23-1240, registration number N3290P.

The aircraft may be registered in your name and a certificate of registration issued upon receipt of documentary evidence of ownership (bill of sale, conditional sale contract, etc.) signed in ink by the seller for each change in the ownership of the aircraft from Perkiomen Airways, Ltd., to Eileen Steele and from Eileen Steele to Southwest Aircraft Recovery, or you may submit a certified true copy of a court order that transfers ownership of the aircraft to Southwest Aircraft Recovery. Suggested bills of sale forms are enclosed for your convenience. The bill of sale dated July 17, 1985, from Perkiomen Airways, Ltd., to Eileen Steele was returned for correction to Eileen Steele with our letter of October 7, 1986.

The certified true copy of the Order of Abandonment is not sufficient as evidence of ownership since it does not determine ownership of the aircraft.

Please refer to Items 7, 8, and 16 on the enclosed information sheet, Information to Aid in the Registration of U.S. Civil Aircraft, AC Form 8050-94.

If we may be of further assistance, please feel free to contact the Aircraft Registration Branch at (405) 680-3116.

Sincerely,

Maruko Hornbeck
Maruko Hornbeck
Conveyances Examiner

3 Enclosures

Please refer to Items 7, 8, and 16, on the enclosed information sheet, Information to Aid in the Registration of U.S. Civil Aircraft, AC Form 8050-94.

If we may be of further assistance, please feel free to contact the Aircraft Registration Branch at (405) 680-3116.

Sincerely,

Maruko Hornbeck
Maruko Hornbeck
Conveyances Examiner

3 Enclosures



U.S. Department
of Transportation
**Federal Aviation
Administration**

Mike Monroney
Aeronautical Center

P.O. Box 25082
Oklahoma City, Oklahoma 73125

December 2, 1991

George H. DuFour, President
Southwest Aircraft Recovery
9900 Adm. Dewey, N.E.
Albuquerque, NM 87111-1342

Dear Mr. DuFour:

Aircraft N94816

Enclosed is a letter from the FAA Aircraft Registration Branch regarding your application for registration of the above referenced aircraft. That letter constitutes notice that your application for registration of the aircraft in the name of Southwest Aircraft Recovery (hereafter Southwest), dated September 26, 1991, is rejected.

The basis for the rejection is that the Order of Abandonment, on which the application for registration is based, does not establish the ownership of the aircraft in the name of Southwest, as required by 14 CFR 47.11(d). As such, the application is not supported by evidence of ownership, in accordance with Section 47.11.

We are aware that your application for registration relies on our letter of September 16, 1991, in which we replied to your written request, dated September 3, 1991, for guidance on registration of abandoned aircraft. Reliance on that letter is misplaced, since it clearly states a requirement, in accordance with 14 CFR 47.11(d), for a court order that determines the ownership of an aircraft, the title to which has been unsettled or in controversy (see page 1, second paragraph of the letter). Insofar as the Order of Abandonment makes no determination that ownership of the aircraft is in the name of Southwest, the Order does not meet the requirements of Section 47.11(d) as a basis for registration.

Incident to our consideration of your application for registration, we received correspondence from legal counsel representing Aero Investments, Ltd., which claims to be the owner of the aircraft. The correspondence raises questions regarding the legal sufficiency of the process for claiming aircraft as abandoned, particularly with respect to the adequacy of notice given to those who appear to have an ownership interest in the aircraft. These concerns appear to have some merit. However, we make no determination as to whether they are legitimate objections to the legal sufficiency of Southwest's process for claiming aircraft as abandoned.

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the procedures described in your letter of September 3 and our letter of September 16, unless a positive determination of ownership of an aircraft has been made by a Court.

If you have questions on this matter, you may contact myself or Al Rodriguez of this office at (405) 680-3296.

Sincerely,


for Joseph R. Standell
Assistant Chief Counsel
Aeronautical Center

cc:
Jack Linton, Esq.
Daniel R. Dolan, Esq.
Perkioman Airways



U.S. Department
of Transportation

Federal Aviation
Administration

Mike Monroney
Aeronautical Center

P.O. Box 25082
Oklahoma City, Oklahoma 73125

December 2, 1991

George H. DuFour, President
Southwest Aircraft Recovery
9900 Adm. Dewey, N.E.
Albuquerque, NM 87111-1342

Dear Mr. DuFour:

Aircraft N9CX

Enclosed is a letter from the FAA Aircraft Registration Branch regarding your application for registration of the above referenced aircraft. That letter constitutes notice that your application for registration of the aircraft in the name of Southwest Aircraft Recovery (hereafter Southwest), dated September 26, 1991, is rejected.

The basis for the rejection is that the Order of Abandonment, on which the application for registration is based, does not establish the ownership of the aircraft in the name of Southwest, as required by 14 CFR 47.11(d). As such, the application is not supported by evidence of ownership, in accordance with Section 47.11.

We are aware that your application for registration relies on our letter of September 16, 1991, in which we replied to your written request, dated September 3, 1991, for guidance on registration of abandoned aircraft. Reliance on that letter is misplaced, since it clearly states a requirement, in accordance with 14 CFR 47.11(d), for a court order that determines the ownership of an aircraft, the title to which has been unsettled or in controversy (see page 1, second paragraph of the letter). Insofar as the Order of Abandonment makes no determination that ownership of the aircraft is in the name of Southwest, the Order does not meet the requirements of Section 47.11(d) as a basis for registration.

Incident to our consideration of your application for registration, we received correspondence from legal counsel representing Columbia Bay Company, which claims to be the owner of the aircraft. The correspondence raises questions regarding the legal sufficiency of the process for claiming aircraft as abandoned, particularly with respect to the adequacy of notice given to those who appear have an ownership interest in the aircraft. These concerns appear to have some merit. However, we make no determination as to whether they are legitimate objections to the legal sufficiency of Southwest's process for claiming aircraft as abandoned.

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the procedures described in your letter of September 3 and our letter of September 16, unless a positive determination of ownership of an aircraft has been made by a Court.

If you have questions on this matter, you may contact myself or Al Rodriguez of this office at (405) 680-3296.

Sincerely,



for Joseph R. Standell
Assistant Chief Counsel
Aeronautical Center

cc:

Lucius Bernard, Esq.
Daniel R. Dolan, Esq.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Mike Monroney
Aeronautical Center

P.O. Box 25082
Oklahoma City, Oklahoma 73125

December 2, 1991

George H. DuFour, President
Southwest Aircraft Recovery
9900 Adm. Dewey, N.E.
Albuquerque, NM 87111-1342

Dear Mr. DuFour:

Aircraft N2346L

Enclosed is a letter from the FAA Aircraft Registration Branch regarding your application for registration of the above referenced aircraft. That letter constitutes notice that your application for registration of the aircraft in the name of Southwest Aircraft Recovery (hereafter Southwest), dated September 26, 1991, is rejected.

The basis for the rejection is that the Order of Abandonment, on which the application for registration is based, does not establish the ownership of the aircraft in the name of Southwest, as required by 14 CFR 47.11(d). As such, the application is not supported by evidence of ownership, in accordance with Section 47.11.

We are aware that your application for registration relies on our letter of September 16, 1991, in which we replied to your written request, dated September 3, 1991, for guidance on registration of abandoned aircraft. Reliance on that letter is misplaced, since it clearly states a requirement, in accordance with 14 CFR 47.11(d), for a court order that determines the ownership of an aircraft, the title to which has been unsettled or in controversy (see page 1, second paragraph of the letter). Insofar as the Order of Abandonment makes no determination that ownership of the aircraft is in the name of Southwest, the Order does not meet the requirements of Section 47.11(d) as a basis for registration.

Incident to our consideration of your application for registration, we received correspondence from legal counsel representing Columbia Bay Company, which claims to be the owner of another aircraft which you claimed as abandoned. The correspondence raises questions regarding the legal sufficiency of the process for claiming aircraft as abandoned, particularly with respect to the adequacy of notice given to those who appear have an ownership interest in the aircraft. These concerns appear to have some merit. However, we make no determination as to whether they are legitimate objections to the legal sufficiency of Southwest's process for claiming aircraft as abandoned.

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the procedures described in your letter of September 3 and our letter of September 16, unless a positive determination of ownership of an aircraft has been made by a Court.

If you have questions on this matter, you may contact myself or Al Rodriguez of this office at (405) 680-3296.

Sincerely,



for Joseph R. Standell
Assistant Chief Counsel
Aeronautical Center

cc:

Daniel R. Dolan, Esq.



U.S. Department
of Transportation

Federal Aviation
Administration

Aviation Standards National
Field Office
FAA Aircraft Registry

P.O. Box 25504
Oklahoma City, Oklahoma 73125

December 2, 1991

Southwest Aircraft Recovery
9900 Adm. Dewey N.E.
Albuquerque, New Mexico 87111

Gentlemen:

We have received a certified true copy of the Order of Abandonment, Misc. No. 91-175, and Aircraft Registration Application in the name of Southwest Aircraft Recovery pertaining to Beech 23, serial number M-178, registration number N2346L.

The aircraft may be registered in your name and a certificate of registration issued upon receipt of documentary evidence of ownership (bill of sale, conditional sale contract, etc.) signed in ink by the seller for each change in the ownership of the aircraft from Edward Bregstone to Southwest Aircraft Recovery, or you may submit a certified true copy of a court order that transfers ownership of the aircraft to Southwest Aircraft Recovery. A suggested bill of sale form is enclosed for your convenience.

The certified true copy of the Order of Abandonment is not sufficient as evidence of ownership since it does not determine ownership of the aircraft.

Please refer to Items 7, 8, and 16, on the enclosed information sheet, Information to Aid in the Registration of U.S. Civil Aircraft, AC Form 8050-94.

If we may be of further assistance, please feel free to contact the Aircraft Registration Branch at (405) 680-3116.

Sincerely,

Maruko Hornbeck
Maruko Hornbeck
Conveyances Examiner

2 Enclosures



U.S. Department
of Transportation

**Federal Aviation
Administration**

Mike Monroney
Aeronautical Center

P.O. Box 25082
Oklahoma City, Oklahoma 73125

December 2, 1991

George H. DuFour, President
Southwest Aircraft Recovery
9900 Adm. Dewey, N.E.
Albuquerque, NM 87111-1342

Dear Mr. DuFour:

Aircraft N545HT

Enclosed is a letter from the FAA Aircraft Registration Branch regarding your application for registration of the above referenced aircraft. That letter constitutes notice that your application for registration of the aircraft in the name of Southwest Aircraft Recovery (hereafter Southwest), dated September 26, 1991, is rejected.

The basis for the rejection is that the Order of Abandonment, on which the application for registration is based, does not establish the ownership of the aircraft in the name of Southwest, as required by 14 CFR 47.11(d). As such, the application is not supported by evidence of ownership, in accordance with Section 47.11.

We are aware that your application for registration relies on our letter of September 16, 1991, in which we replied to your written request, dated September 3, 1991, for guidance on registration of abandoned aircraft. Reliance on that letter is misplaced, since it clearly states a requirement, in accordance with 14 CFR 47.11(d), for a court order that determines the ownership of an aircraft, the title to which has been unsettled or in controversy (see page 1, second paragraph of the letter). Insofar as the Order of Abandonment makes no determination that ownership of the aircraft is in the name of Southwest, the Order does not meet the requirements of Section 47.11(d) as a basis for registration.

Incident to our consideration of your application for registration, we received correspondence from legal counsel representing Columbia Bay Company, which claims to be the owner of another aircraft which you claimed as abandoned. The correspondence raises questions regarding the legal sufficiency of the process for claiming aircraft as abandoned, particularly with respect to the adequacy of notice given to those who appear to have an ownership interest in the aircraft. These concerns appear to have some merit. However, we make no determination as to whether they are legitimate objections to the legal sufficiency of Southwest's process for claiming aircraft as abandoned.

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the procedures described in your letter of September 3 and our letter of September 16, unless a positive determination of ownership of an aircraft has been made by a Court.

If you have questions on this matter, you may contact myself or Al Rodriguez of this office at (405) 680-3296.

Sincerely,



for Joseph R. Standell
Assistant Chief Counsel
Aeronautical Center

cc:

Daniel R. Dolan, Esq.



U.S. Department
of Transportation

Federal Aviation
Administration

Aviation Standards National
Field Office
FAA Aircraft Registry

P.O. Box 25504
Oklahoma City, Oklahoma 73125

December 2, 1991

Southwest Aircraft Recovery
9900 Adm. Dewey N.E.
Albuquerque, New Mexico 87111

Gentlemen:

We have received a certified true copy of the Order of Abandonment, Misc. No. 91-175, and Aircraft Registration Application in the name of Southwest Aircraft Recovery pertaining to Beech 95-55, serial number TC-33, registration number N545HT.

The aircraft may be registered in your name and a certificate of registration issued upon receipt of documentary evidence of ownership (bill of sale, conditional sale contract, etc.) signed in ink by the seller for each change in the ownership of the aircraft from Coral Sea, Inc., to Southwest Aircraft Recovery, or you may submit a certified true copy of a court order that transfers ownership of the aircraft to Southwest Aircraft Recovery. A suggested bill of sale form is enclosed for your convenience.

The certified true copy of the Order of Abandonment is not sufficient as evidence of ownership since it does not determine ownership of the aircraft.

Please refer to Items 7, 8, and 16, on the enclosed information sheet, Information to Aid in the Registration of U.S. Civil Aircraft, AC Form 8050-94.

If we may be of further assistance, please feel free to contact the Aircraft Registration Branch at (405) 680-3116.

Sincerely,

Maruko Hornbeck

Maruko Hornbeck
Conveyances Examiner

2 Enclosures



U.S. Department
of Transportation
**Federal Aviation
Administration**

Mike Monroney
Aeronautical Center

P.O. Box 25082
Oklahoma City, Oklahoma 73125

December 2, 1991

George H. DuFour, President
Southwest Aircraft Recovery
9900 Adm. Dewey, N.E.
Albuquerque, NM 87111-1342

Dear Mr. DuFour:

Aircraft N7421R

Enclosed is a letter from the FAA Aircraft Registration Branch regarding your application for registration of the above referenced aircraft. That letter constitutes notice that your application for registration of the aircraft in the name of Southwest Aircraft Recovery (hereafter Southwest), dated September 26, 1991, is rejected.

The basis for the rejection is that the Order of Abandonment, on which the application for registration is based, does not establish the ownership of the aircraft in the name of Southwest, as required by 14 CFR 47.11(d). As such, the application is not supported by evidence of ownership, in accordance with Section 47.11.

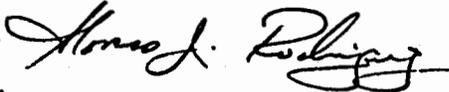
We are aware that your application for registration relies on our letter of September 16, 1991, in which we replied to your written request, dated September 3, 1991, for guidance on registration of abandoned aircraft. Reliance on that letter is misplaced, since it clearly states a requirement, in accordance with 14 CFR 47.11(d), for a court order that determines the ownership of an aircraft, the title to which has been unsettled or in controversy (see page 1, second paragraph of the letter). Insofar as the Order of Abandonment makes no determination that ownership of the aircraft is in the name of Southwest, the Order does not meet the requirements of Section 47.11(d) as a basis for registration.

Incident to our consideration of your application for registration, we received correspondence from legal counsel representing Columbia Bay Company, which claims to be the owner of another aircraft which you claimed as abandoned. The correspondence raises questions regarding the legal sufficiency of the process for claiming aircraft as abandoned, particularly with respect to the adequacy of notice given to those who appear have an ownership interest in the aircraft. These concerns appear to have some merit. However, we make no determination as to whether they are legitimate objections to the legal sufficiency of Southwest's process for claiming aircraft as abandoned.

Based on the foregoing, we recommend against further recovery of aircraft and application for registration based on the procedures described in your letter of September 3 and our letter of September 16, unless a positive determination of ownership of an aircraft has been made by a Court.

If you have questions on this matter, you may contact myself or Al Rodriguez of this office at (405) 680-3296.

Sincerely,



for Joseph R. Standell
Assistant Chief Counsel
Aeronautical Center

cc:

Daniel R. Dolan, Esq.

AAC-7:ARodriguez:hp:x3296:11/29/91

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