



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

Office Identification  
**SEA FSO**

**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. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make <b>Republic</b>	Model <b>RC-3 Seabee</b>
	Serial No. <b>387</b>	Nationality and Registration Mark <b>398CM</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Charliemax Corp.</b>	Address (As shown on registration certificate) <b>1830 Lindberg Lane, Daytona Beach, FL 32124</b>

### 3. For FAA Use Only

The data identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in F.A.R. 43.7 (b) & (c)

**3/25/98** *Rabun Ward* **SEA FSO**

DATE SIGNATURE

### 4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**RECEIVED**  
**APR 27 1998**  
**SEATTLE FSDO-AW**

### 6. Conformity Statement

<b>A. Agency's Name and Address</b> Don Wallace dba W.E. Aerotech Services Inc. 171 W Sanderson Way, Shelton WA	<b>B. Kind of Agency</b> <input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	<b>C. Certificate No.</b> <div style="text-align: center; font-size: 1.2em;">552-76-1362</div>
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**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 <b>2-20-98</b>	Signature of Authorized Individual <i>DWL</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

<b>BY</b>	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection <b>4-22-98</b>		Certificate or Designation No. <b>552-76-1362</b>	Signature of Authorized Individual <i>DWL</i>		

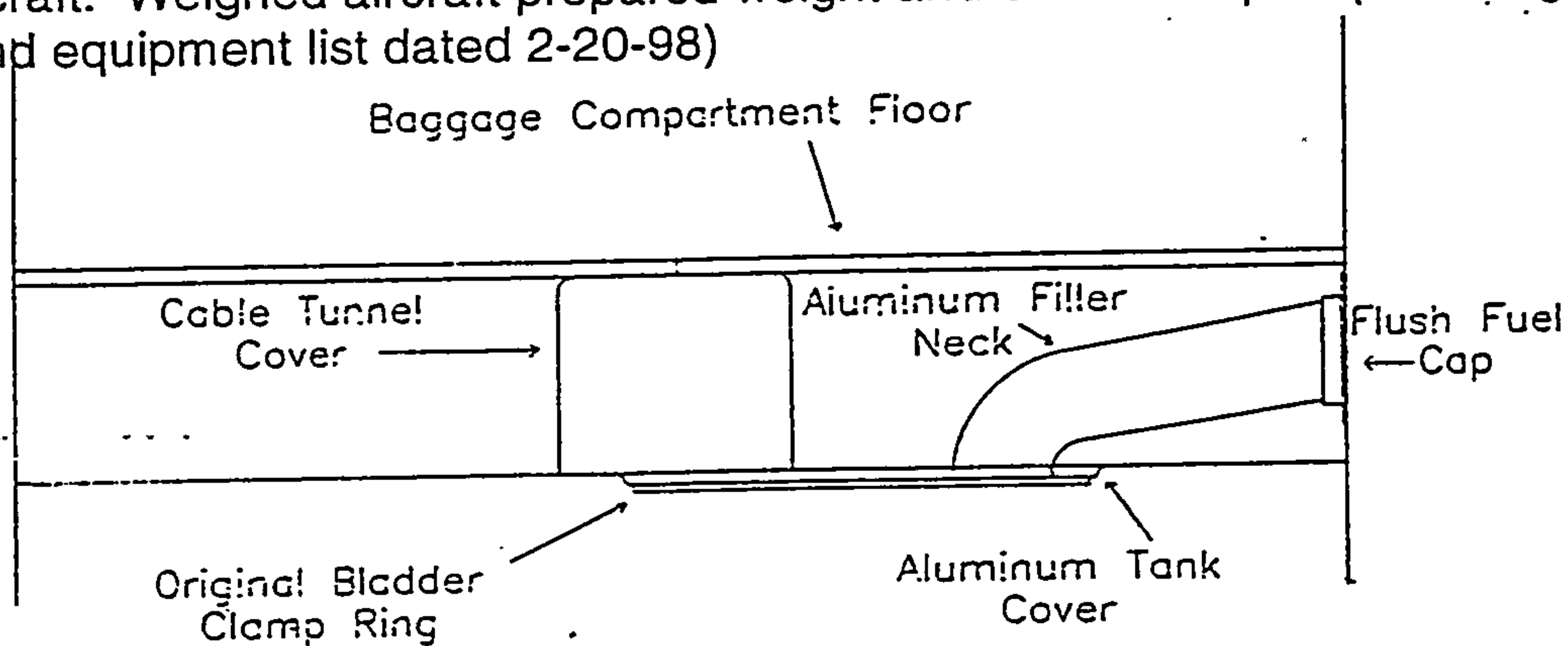
## NOTICE

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.

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

Installed flush fuel filler cap and adapter assembly ACS PN 10-450-1. Tank and cap vent system same as original. Fuel filler neck 1/2" larger size diameter than original. Filler neck weldment fabricated in accordance with A.C. 43.13-1A Change 3 Chapt. 2, Section 2, Par. 68. Cap adapter attached to aft cabin side skin by riveting with PRC fuel sealant approximately 10 inches below original fuel filler neck location by riveting in accordance with AC 43.13-1A Change 3 Chapt. 2, Section 3, Par. 99 and 100. Fabricated fuel bladder tank lid from 6061 T4 .050 aluminum die form joggled same as original. Replaced original fuel shut off valve with Apollo PN 76-102-01 stainless steel ball valve with teflon seals. Valve operating cable system same as original. Installation identical to N12CX Ser. #264 (see form 337 dated 7-22-93).

I have determined that this data is appropriate to the product being altered, is directly applicable to the alteration and is not contrary to the manufacturers data. This alteration does not require any change to the approved maintenance and inspection procedures for this aircraft. Weighed aircraft prepared weight and balance report (see weight and balance and equipment list dated 2-20-98)



END

ADDITIONAL SHEETS ARE ATTACHED



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

Form Approved  
Budget Bureau No. 04-R060.1

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

FOR FAA USE ONLY  
OFFICE IDENTIFICATION

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.

1. AIRCRAFT	MAKE Republic	MODEL RC-3 Seabee
	SERIAL NO. 264	NATIONALITY AND REGISTRATION MARK N12CX
2. OWNER	NAME (As shown on registration certificate) Crossings Aviation	ADDRESS (As shown on registration certificate) 1302 26th Ave NW Gig Harbor WA

<sup>DATA</sup>  
The alteration identified herein complies with applicable  
airworthiness requirements and is approved only for the  
above described aircraft subject to conformity inspection  
by a person authorized in F. A. R. 43.7 (b) & (c)  
07-29-93 *Don Wallace* SEA-FSDO  
DATE SIGNATURE

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

RECEIVED  
APR 27 1998  
SEATTLE FSDO-AW

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Don Wallace dba W.E. Aerotech Services Inc. W 171 Sanderson Way, Shelton WA	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. 552-76-1362
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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 7-22-93	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Don Wallace</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

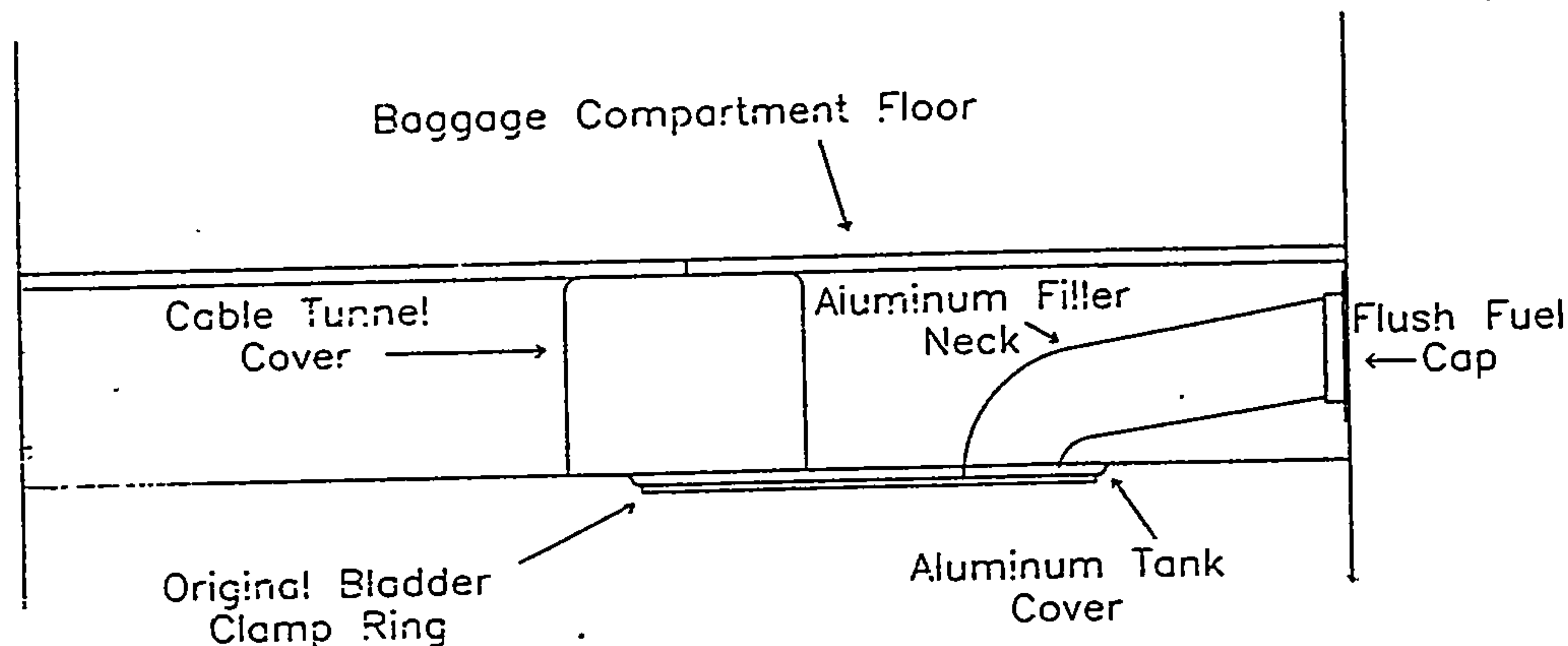
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 8-6-93	CERTIFICATE OR DESIGNATION NO. TA 356078	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Don Wallace</i>			

## 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.

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

Installed Flush fuel filler cap and adapter assembly ACS PN 10-450-1. Tank and cap vent system same as original. Fuel filler neck 1/2" larger size diameter than original. Filler neck weldment fabricated in accordance with A.C. 43-13-1A Change 3 Chapt. 2, Sec. 2, Par. 68. Cap adapter attached to aft cabin side skin by riveting with PRC fuel sealant approximately 10 inches below original fuel filler neck location by riveting in accordance with A.C. 43.13-1A Change 3 Chapt 2, Section 3, Par 99 and 100. Fabricated fuel bladder tank lid from 6061-T4 .050 aluminum die form joggled same as original. Replaced original 3/8 fuel shut off valve with Apollo PN 76-102-01 stainless steel ball valve with teflon seals. Valve operating cable system same as original. See current weight and balance and equipment list dated 7-22-93.



END

ADDITIONAL SHEETS ARE ATTACHED