



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 FSDO R

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).

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

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 *Rohit Acharya* *SEA-FSDO*
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

A. Agency's Name and Address Don Wallace dba W.E. Aerotech Services Inc. 171 W 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 2-20-98	Signature of Authorized Individual
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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	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 4-22-98		Certificate or Designation No. 552-76-1362		Signature of Authorized Individual 	

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.)

Removed original spray rails and installed Simuflight spray rails from Sta. 20 to Sta. 135. Spray rails extend 9 inches laterally. Installation similar to STC Bee STC SA392NW (see attached STC Bee sketch). Attached spray rails by riveting in accordance with AC 43.13-1A Change 3 Chapt. 2, Section 3, Pr. 97, 99 and 100. Spray rail installation identical to N12CX Ser. #264 (see attached 337 dated 7-22-93).

Installed longitudinal steps fabricated from .050 2024 T42 aluminum (identical to Edo hull bottom scallops PN 87K061) and extensions from Sta. 56 to Sta. 135. Installation similar to S.T.C. Bee STC SA575NW (see attached S.T.C. Bee Sketch). Scallops and extensions spliced and installed by riveting in accordance with AC 43.13-1A Change 3 Chapt. 2, Section 3 Par. 97,99 and 100. Installation identical to N12CX Ser. 264 (See attached 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

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

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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

DATA 3. FOR FAA USE ONLY

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 *[Signature]* SRA-FSDO
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				

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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	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	C. CERTIFICATE NO. 552-76-1362
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input 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 7-22-93	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</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. IA 356078	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>[Signature]</i>
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NOTICE

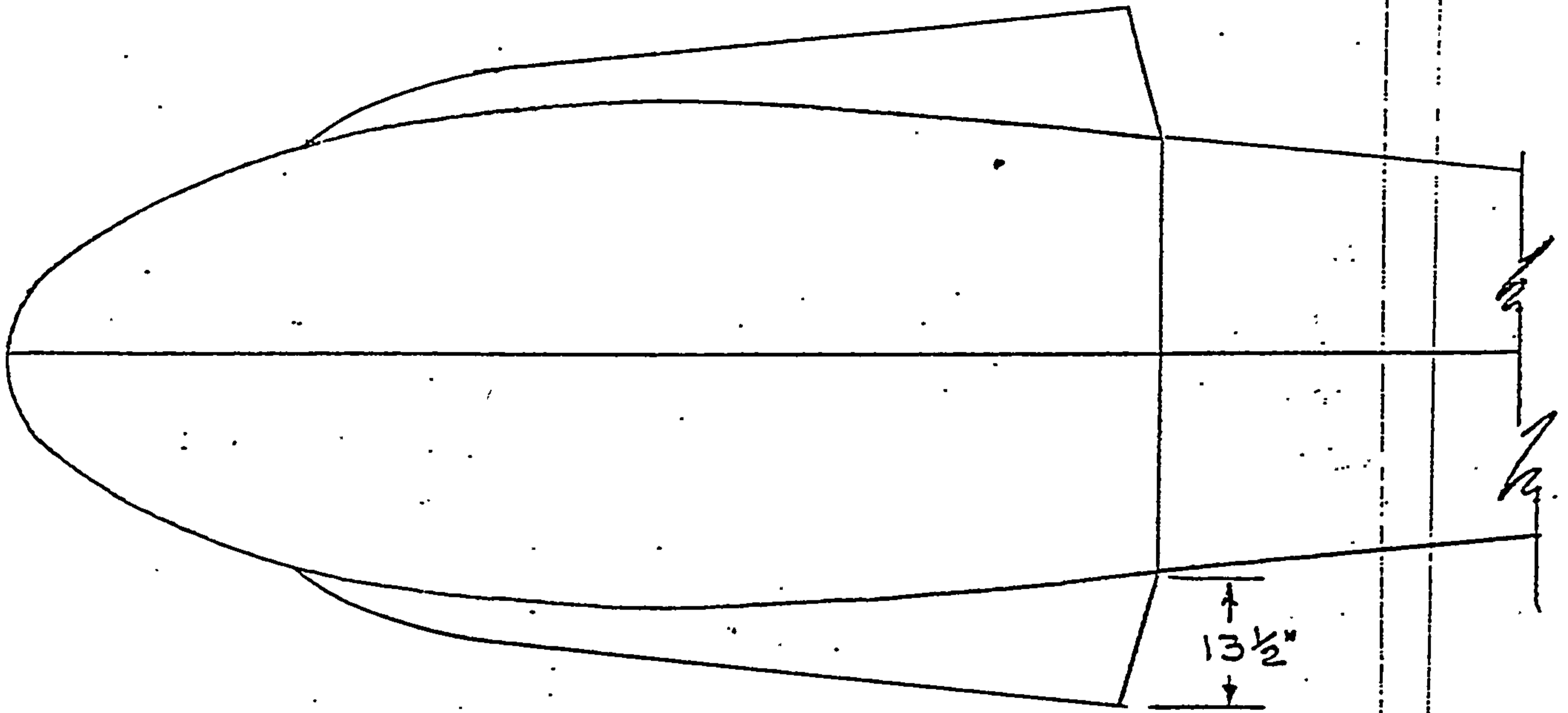
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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

Removed original spray rails and installed Simuflight spray rails from Sta. 20 to Sta. 135. Spray rails extend 9 inches laterally. Installation similar to S.T.C. Bee STC SA392NW (see attached S.T.C. Bee sketch). Spray rails installed by riveting in accordance with AC 43.13-1A Change 3 Chapt. 2 Section 3, Par. 97, 99 and 100. See weight and balance and equipment list dated 7-22-93.

END

ADDITIONAL SHEETS ARE ATTACHED



* TAPERED WIDE SPRAY RAILS
PROP. PROTECTION - SUPER FLAT SPRAY
PATTERN
S.T.C. BEE, INC. STC # SA 392 NW (FAA.)

Dec 16 - 1976

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	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

3. FOR FAA USE ONLY
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* SEAFSDO
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	B. KIND OF AGENCY	C. CERTIFICATE NO.
Don Wallace dba W.E. Aerotech Services Inc. W 171 Sanderson Way Shelton WA	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	552-76-1362
	<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC	
	<input type="checkbox"/> CERTIFICATED REPAIR STATION	
	<input type="checkbox"/> MANUFACTURER	

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DATE 7-22-93	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Don Wallace</i>
-----------------	--

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. IA 356078	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Don Wallace</i>
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NOTICE

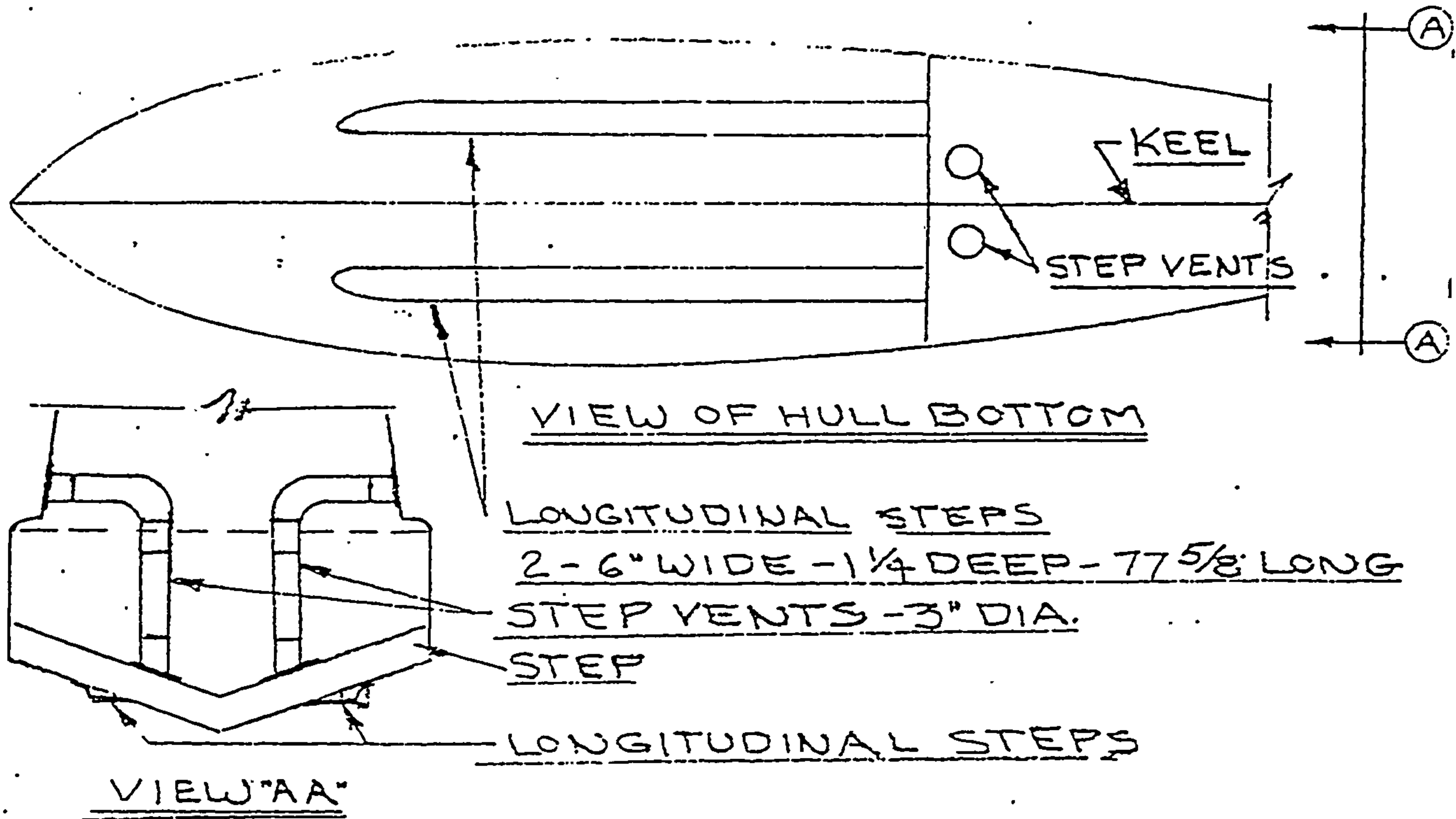
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8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Installed longitudinal steps using EDO hull bottom scallops PN 87K061 and extensions from Sta. 56 to Sta. 135. Installation similar to S.T.C. Bee STC SA575NW (see attached S.T.C. Bee sketch). Scallops and extension spliced and installed by riveting in accordance with AC 43.13 1A Change 3 Chapt. 2, Section 3 Par. 97, 99 and 100. See current weight and balance and equipment list dated 7-22-93.

END

ADDITIONAL SHEETS ARE ATTACHED



LONGITUDINAL STEPS - S.T.C. BEE, INC. - S.T.C. NO. SA-575-NW

1. STIFFEN BOTTOM - HULL BECOMES VERY SOLID,
2. HULL PLANES AT LOW ANGLE (LESS AIR DRAG)
3. MUCH LESS UP ELEVATOR REQ'D TO TRIM AIRCRAFT ON PLANE AGAINST POWER MOMENT & STEP DRAG MOMENT (BOTH FORCE NOSE DOWN) SINCE WATER PRESSURE SUPPORTS HULL ON LONG FORE-AFT AREA. (INSTEAD OF SHORT-WIDE)

STEP VENTS - S.T.C. BEE, INC. - S.T.C. NO. SA-577-NW

1. REDUCE STEP DRAG ON BOTH WATER AND IN THE AIR. SEABEE WAS THE ONLY AMPHIBIAN LEFT W/O VENTS (LAKE HAS POINTED STEP FOR SAME EFFECT)
2. VENTS SHOW MORE RELATIVE EFFECT AS PLANE IS LOADED HEAVIER.