



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

RWA SEA-FSD

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 <p style="text-align: center;">Republic</p>	Model <p style="text-align: center;">RC-3 Seabee</p>
	Serial No. <p style="text-align: center;">387</p>	Nationality and Registration Mark <p style="text-align: center;">398CM</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Charliemax Corp.</p>	Address (As shown on registration certificate) 1830 Lindberg Lane, Daytona Beach, FL 32124

3. For FAA Use Only

The data identified herein compiles 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 Robert Chahelid SEA-FSD
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. <p style="text-align: center; font-size: 1.2em;">552-76-1362</p>
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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 <p style="text-align: center;">2-20-98</p>	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 Fit. 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 <p style="text-align: center; font-size: 1.2em;">2-22-98</p>	Certificate or Designation No. <p style="text-align: center;">552-76-1362</p>	Signature of Authorized Individual
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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.)

Installed Lycoming GSO-480-A1A6 engine and Hartzell Propeller (HC)-A3V20-3L/9333N in accordance with STC SA5684NM and drawings contained in drawing list SS1000 Rev. G.. Installation modified to accommodate Kieth Products Air Conditioning System. Deviations include relocation of oil tank from right side of engine compartment to left side and minor changes to hose routing (see attached photos of original installation and modifications). Method of tank fabrication and security identical to original installation mirrored through engine compartment centerline to opposite side location. Oil tank pressure tested in accordance with FAR 23.1015 (Oil Tank Tests). Tank installation in accordance with FAR 23.1013 (Oil Tanks). Oil tank hose and fitting installation in accordance with FAR 23.1017 (Oil Lines and Fittings). 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 / STC holders data. The alteration to this STC'd installation does not require any change to the approved maintenance and inspection procedures for this aircraft.

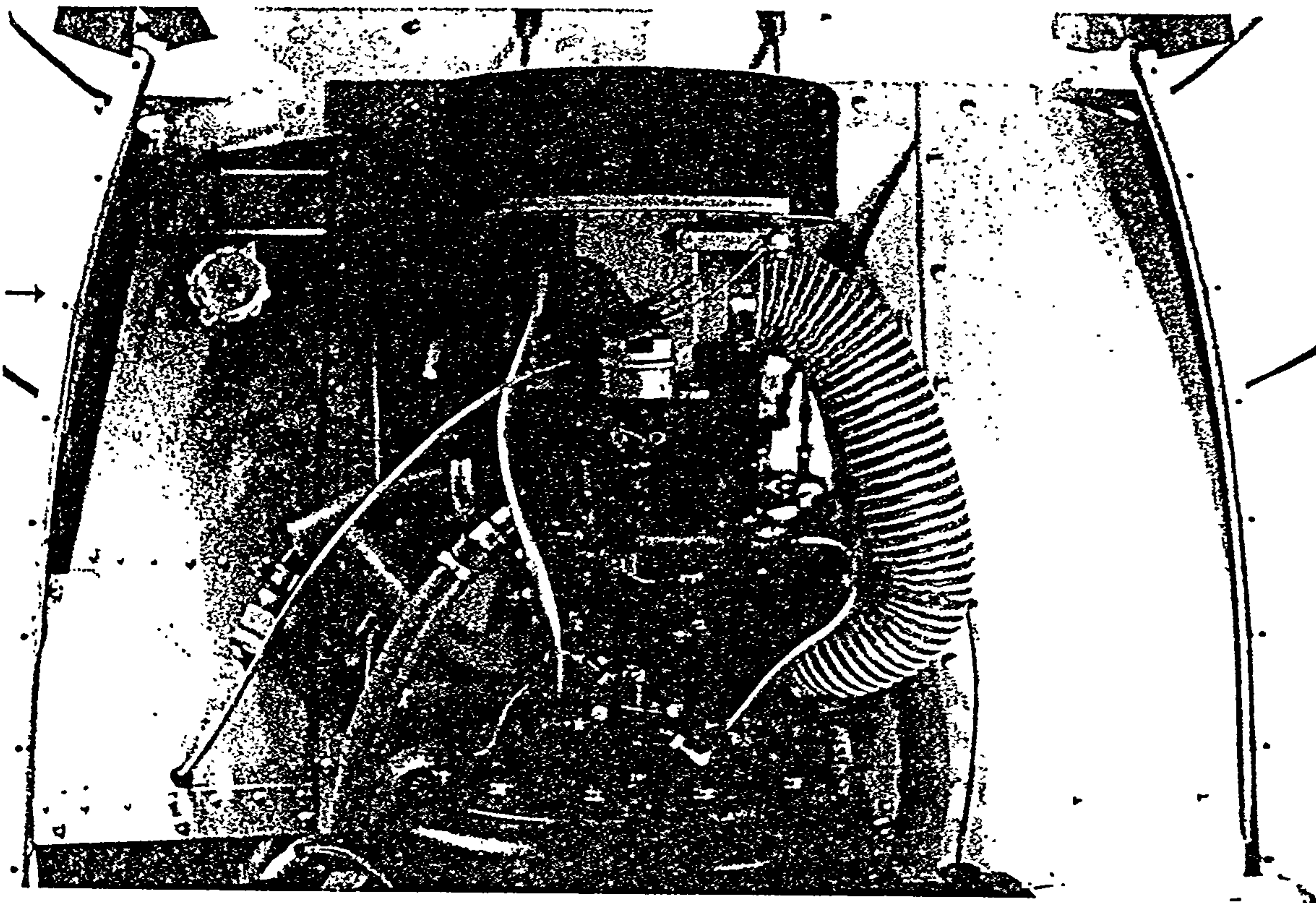
These changes are included in Air Conditioning STC project number ST2061SE-A on file at Seattle Aircraft Certification Office, Special Certification Branch (project in progress). Weighed aircraft and prepared weight and balance report (see weight and balance and equipment list dated 2-20-98).

END

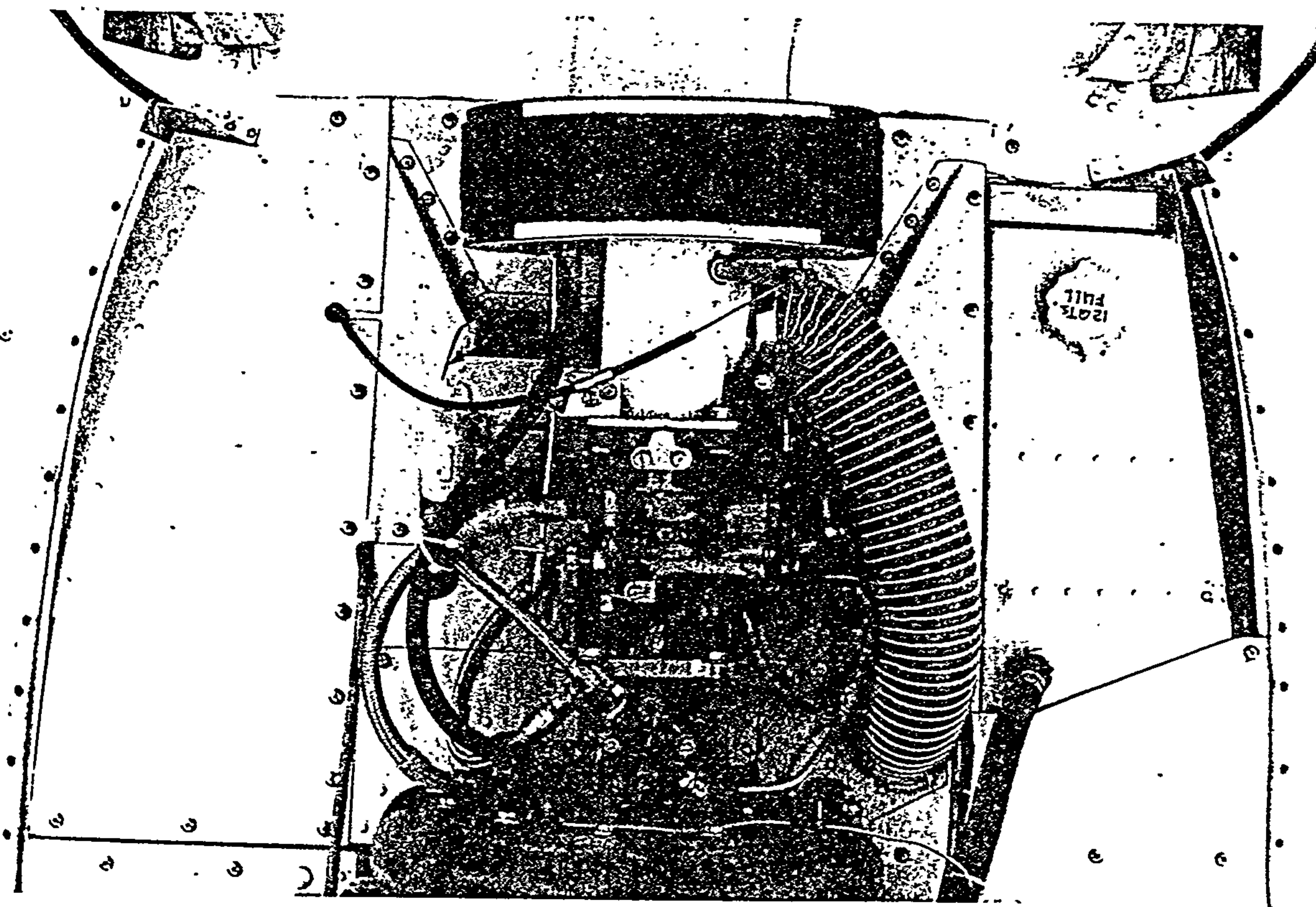
Additional Sheets Are Attached

↓ SUBJECT AIRCRAFT INSTALLATION WITH AIR CONDITIONING

NEW OIL TANK INSTALLATION



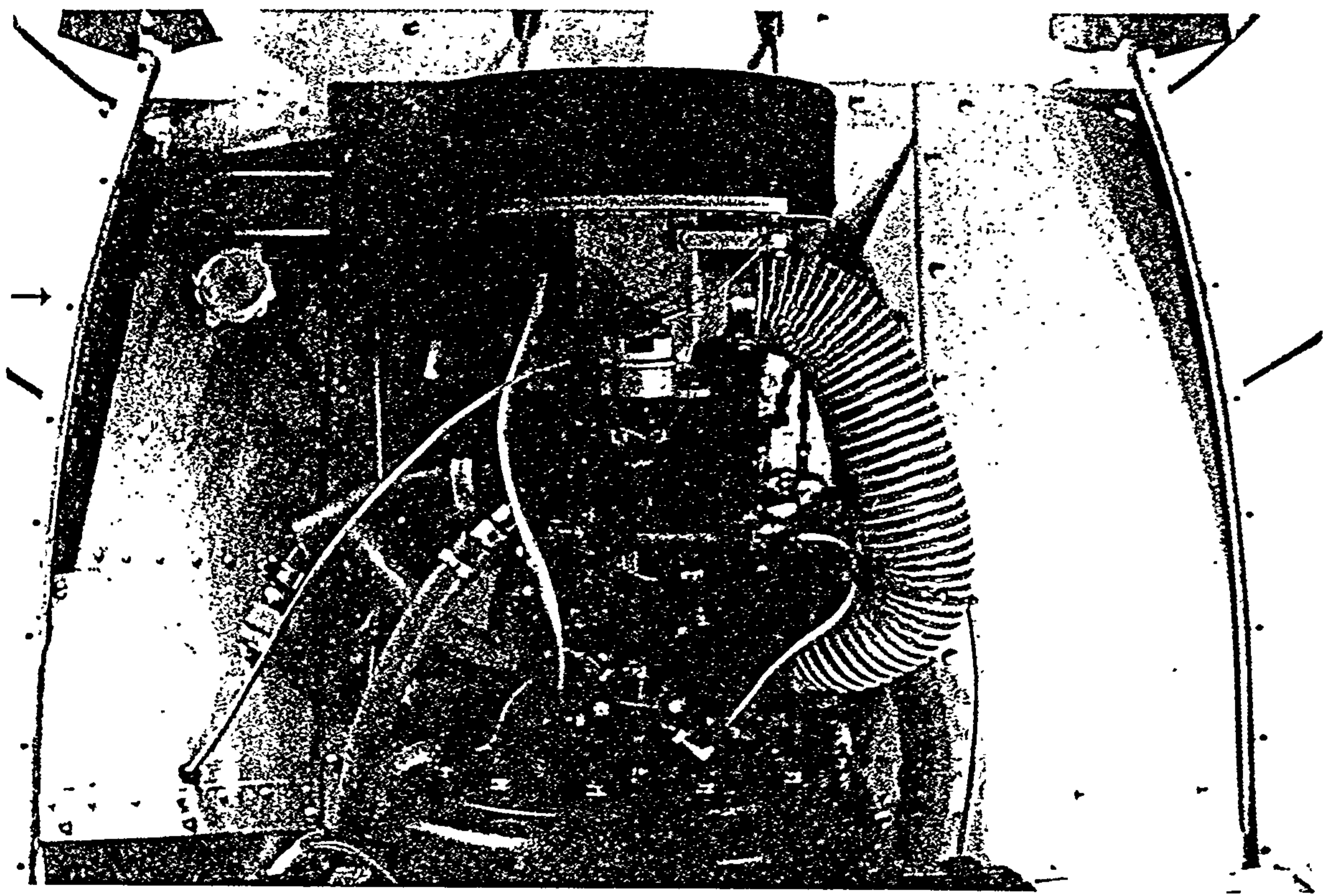
↓ ORIGINAL APPROVED INSTALLATION



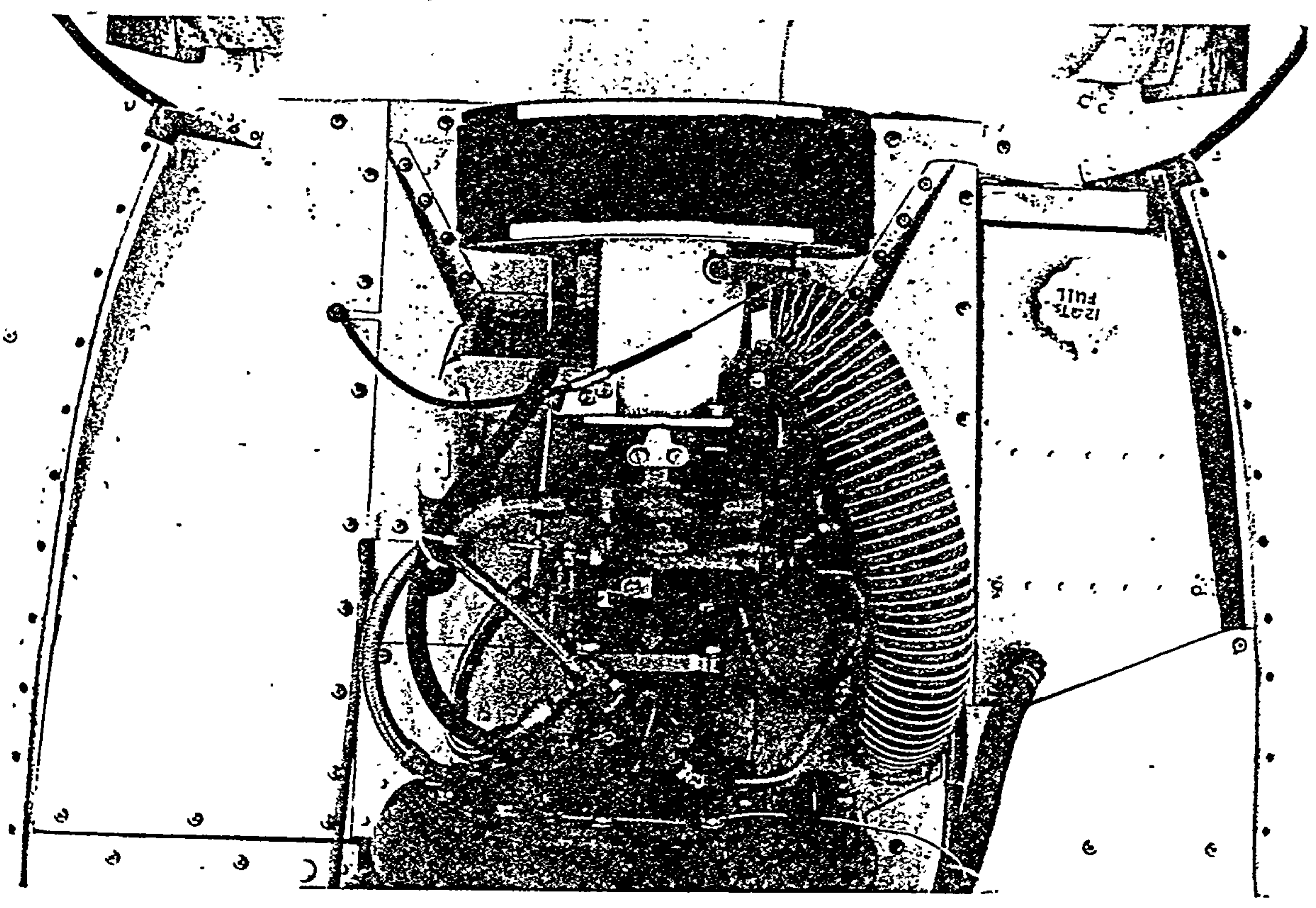
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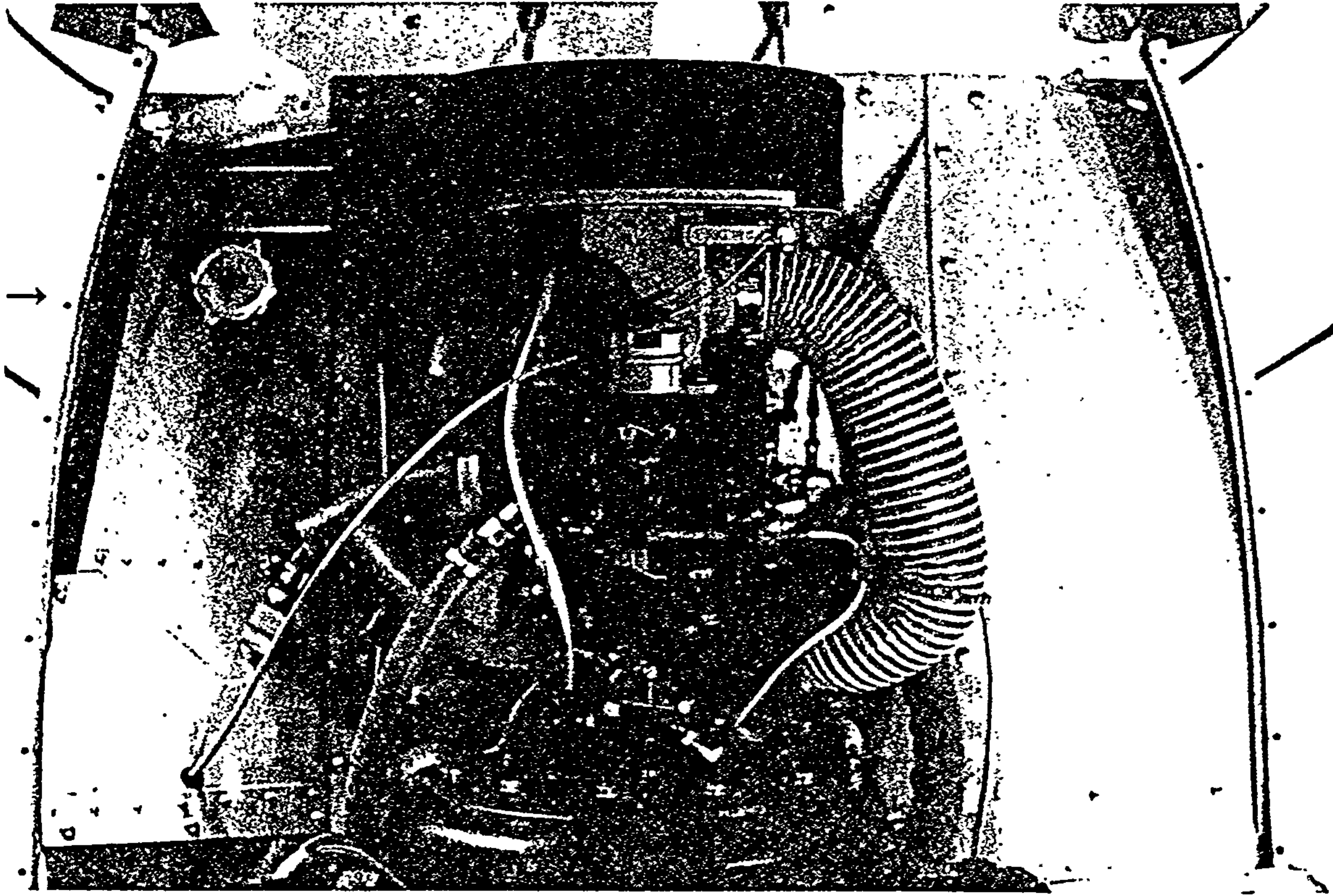
↓ ORIGINAL APPROVED INSTALLATION



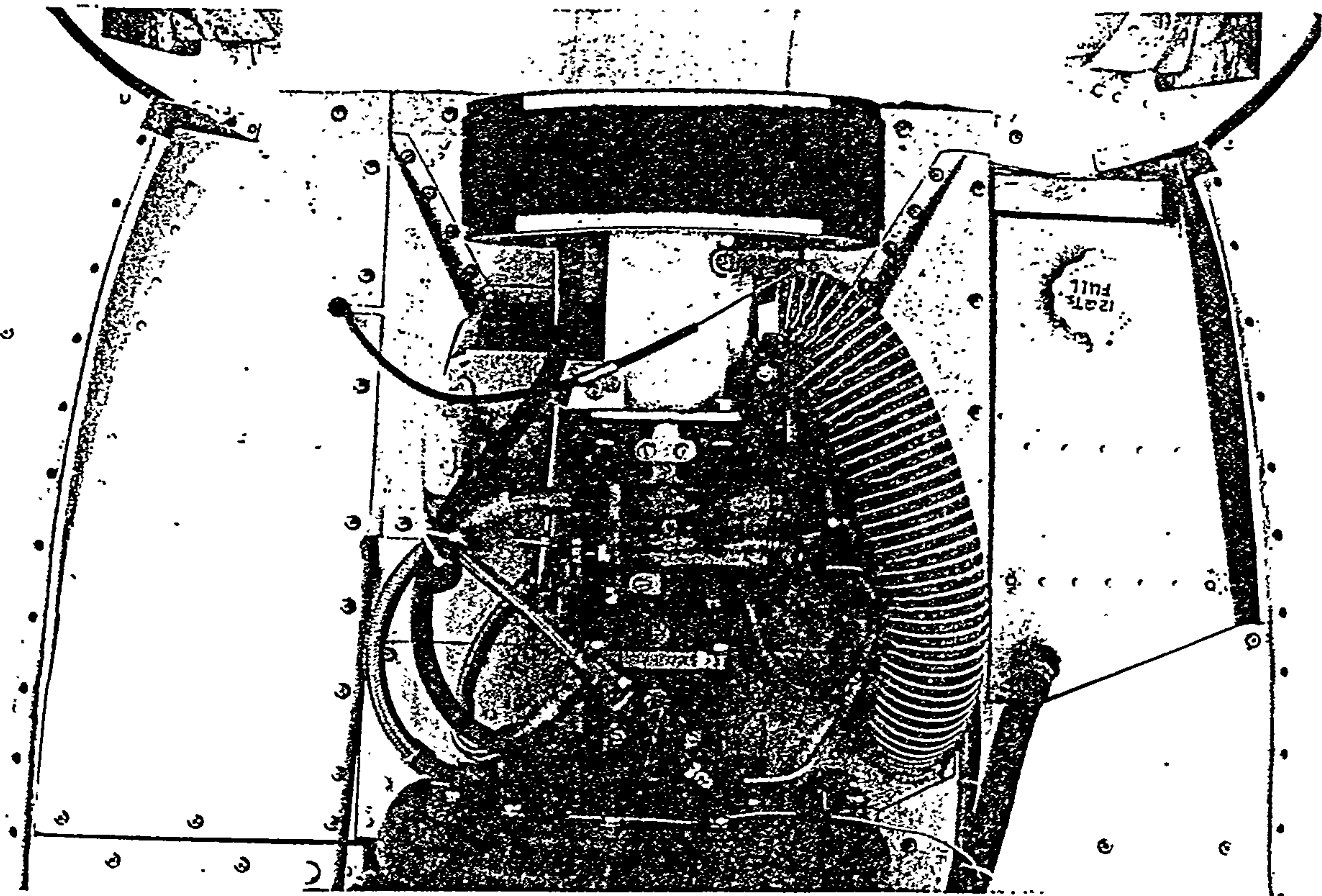
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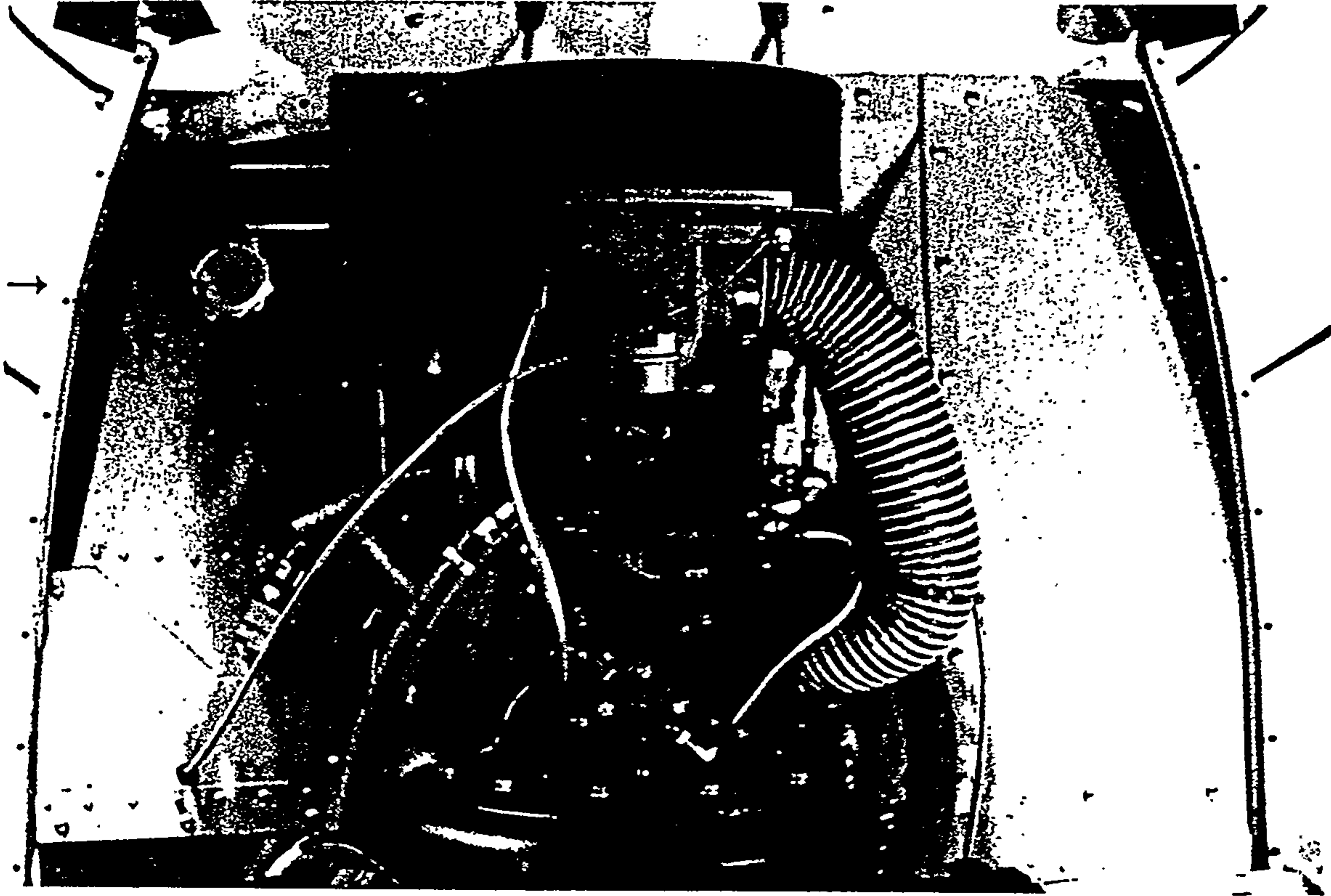
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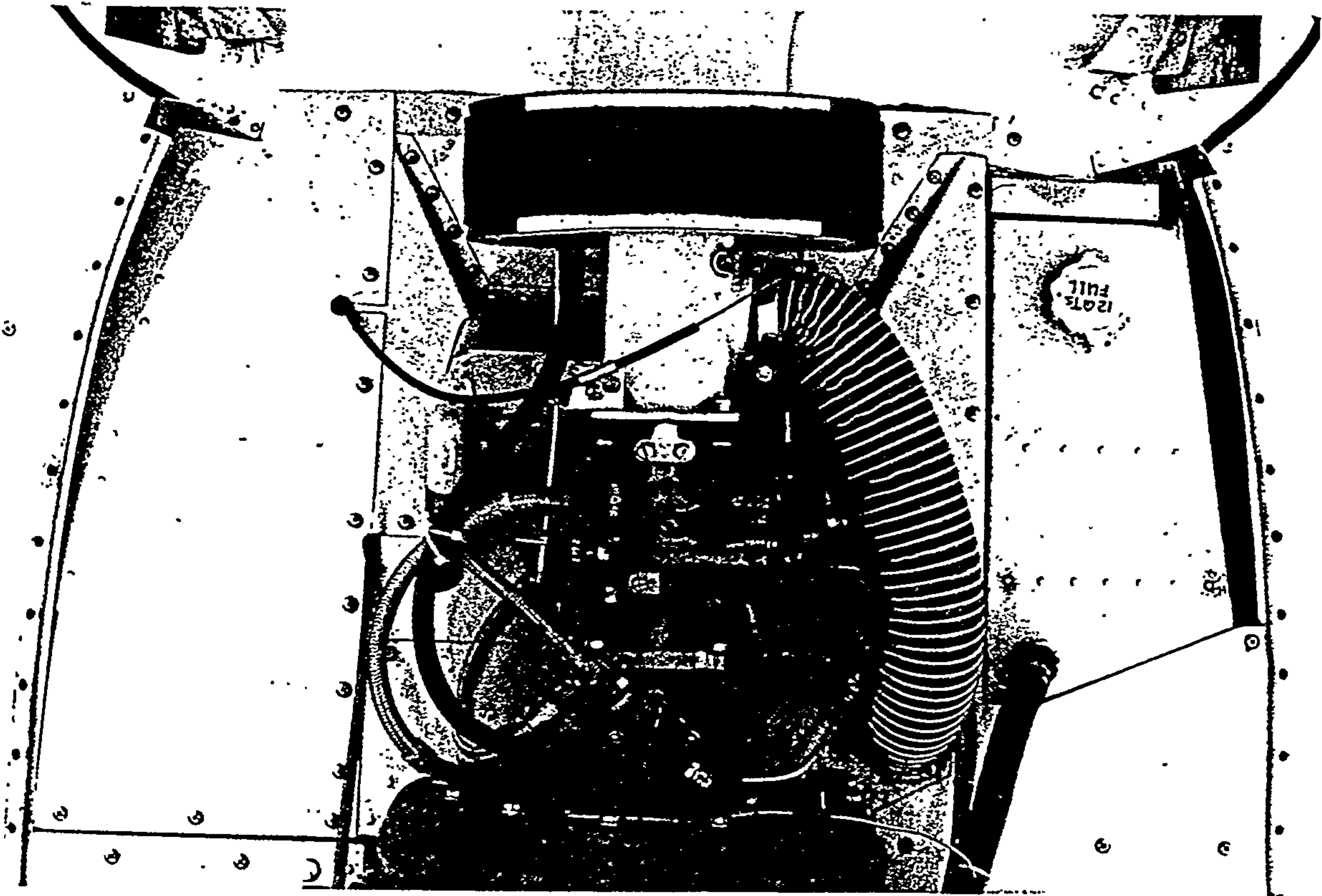
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