



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

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)

8-10-98 *[Signature]* SEATTLE 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				

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. <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 2-20-98	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 Fit. 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 8-10-98		Certificate or Designation No. 552-76-1362	Signature of Authorized Individual <i>[Signature]</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 Skytronics 100 amp alternator PN 7165TDM and regulator PN J-12-100-SB.

Torque values for this alternator are:

Static- 60 Inch-Lbs

Dynamic- 42 Inch-Lbs

(ref. Skytronics correspondence dated 8-27-96)

Torque values for the generator accessory drive pad are:

Static- 2200 Inch-Lbs

Dynamic- 400 Inch-Lbs

(ref. T.C. Data Sheet E-275)

The only circumstance where total continuous load would exceed maximum alternator output would require simultaneous operation of the Kieth Products Air conditioning System (STC Project ST2061-SE-A in progress) and Cabin Heat (STC SA915NW) and Pitot Heat (STC SA1153NW). Pilot management of these systems is provided by use of a placard prohibiting simultaneous use of these systems. This placard is required by the Kieth Products Air Conditioning System STC for this aircraft and is listed in the Approved Flight Manual Supplement for this installation (in progress).

Installation done in accordance with manufacture's instructions and A.C. 43.13-1A Change 3, Chapt. 11, Section 2, Par. 424, 425, 426, 427, 428, 429 and 430.

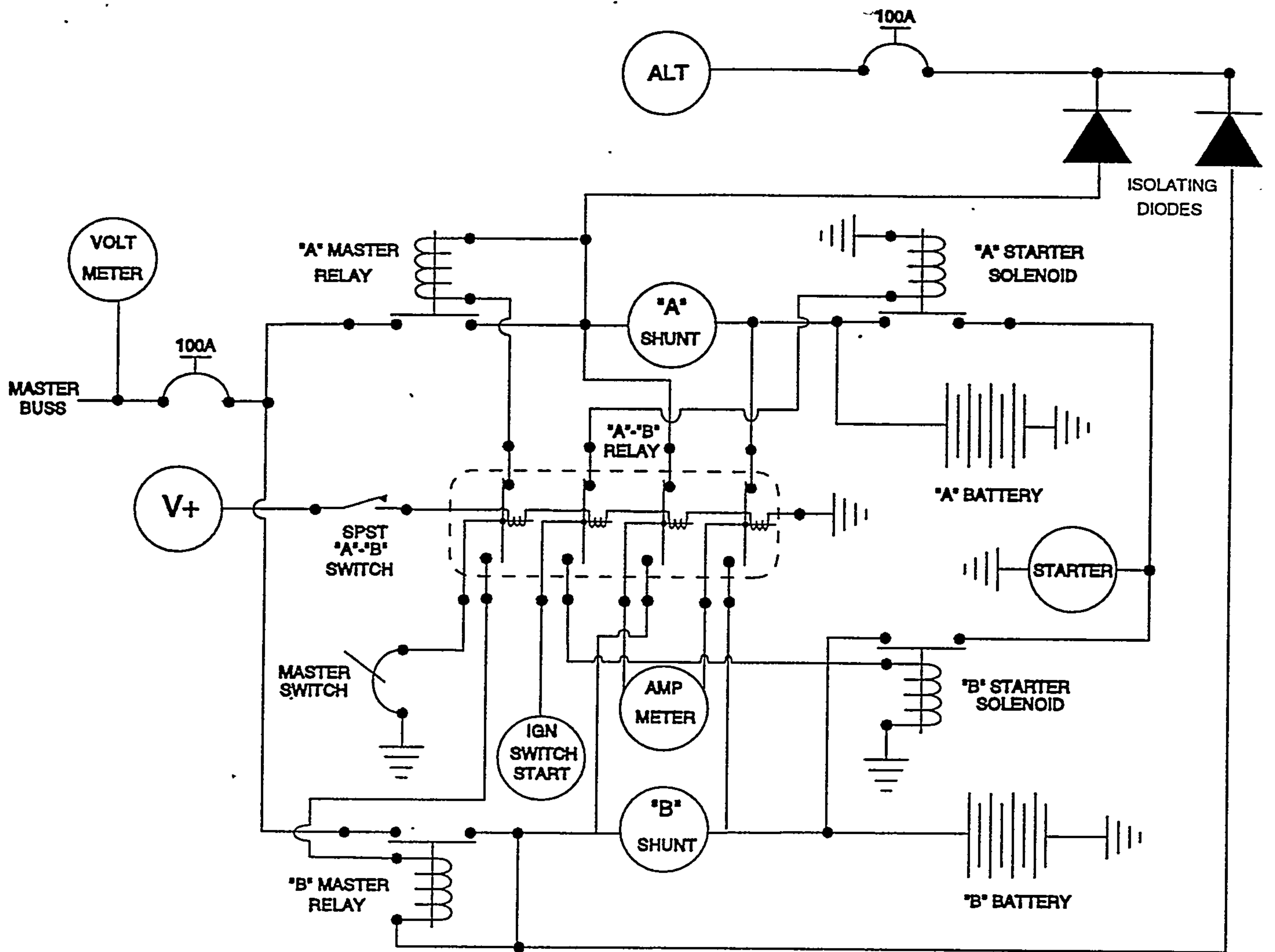
Installed redundant auxiliary battery system (see attached schematic and list of components) to provide a back-up battery in the event of an inadvertent discharge of ships standard battery. Simultaneous isolated charging of both "A" and "B" batteries is provided by isolating diodes. Active battery voltage and charge rate are displayed by ships voltage / amperage meter. Standard or auxiliary battery is selected by an instrument panel mounted switch. Both batteries are installed in the original battery box secured and vented as original. Master relays and starter solenoids are mounted at same location as original in close proximity to the battery box.

Installation of this system done in accordance with A.C. 43.13-2A, Change 3, Chapt. 10, Section 1, Par. 177 and 178 and Section 2, Par. 189.

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



<u>Item Description</u>	<u>Mfg</u>	<u>PN</u>	<u>Qty</u>
Isolating Diodes	Std. Spec.	1N388A	2
A / B Panel Switch	Std. Spec.	AN3027-1	1
Amp Meter Shunt	E.I.	S50100AMP1613MA	2
A / B Relay	IDEC	RH4B-UDC12V	1
Alt. Output Circuit Breaker	Klixon	6752-100-100	1
Master Buss Circuit Breaker	Klixon	6752-100-100	1
Master Switch / Circuit Breaker	PB	W31X2MIG5	1
Starter Solenoid	ACS	22735	2
Master Relay	ACS	111-226	2
Batteries	Gil	Gil 25	2
Volt / Amp Meter	E.I.	VA-1A	1