



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

*WP-27 MS*

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</b>
	Serial No. <b>1000</b>	Nationality and Registration Mark <b>N5166B</b>
<b>2. Owner</b>	Name (As shown on registration certificate)	Address (As shown on registration certificate)
	<b>Davey Darrell L Davey Deborah A</b>	<b>6613 Santa Rosa Rd Camarillo Ca 93012-5672</b>

**3. For FAA Use Only**

*door hold arm*

The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, Section 43.7

*8 Sep 99* *Michael [Signature]*  
DATE SIGNATURE OAK-FSDO

**4. Unit Identification**

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	<i>~~~~~ (As described in Item 1 above) ~~~~~</i>				<input checked="" type="checkbox"/>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

<b>A. Agency's Name and Address</b>  <b>Kenneth L. Thompson</b> <b>PO Box 411</b> <b>Vineburg, Ca. 95487</b>	<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>  <b>545767051</b>
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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>9-8-99</b>	Signature of Authorized Individual <i>Kenneth L. Thompson</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 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 <b>9-8-99</b>	Certificate or Designation No. <b>552273581</b>	Signature of Authorized Individual <i>Douglas P. Smith</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.)*

Republic RC-3      N5166B      Ser.# 1000

2. Description: Installed bow door handle/support. Handle/support fabricated from 2024 T3 aluminum 1/2" tube, .370" I.D. attached with 1/8" roll pin to a Sears Craftsman 1/4" drive universal socket extension. Universal welded to 3" X 1 1/2" 4130 steel .040 sheet and riveted to bow door with AN426-4 rivets. Fuselage door frame filed to provide support for holding bow door in the open position. A closure fabricated from Delrin plastic was attached to fuselage bow door frame with AN526 screws and AN364 nuts. A 1/4" steel rod was attached to handle end with 1/8" roll pin and a steel latch guide/support was brazed onto rod. A bicycle hand grip was attached as a handle. A MIL-W83420 1/16" cable was attached to a steel fitting riveted to door. Cable was routed through fuselage in a 3/8" polypropylene tube, 6 springs, 1/4" X 6" and a nicopress sleeve was swaged to the end. All work done in accordance with AC 43.13 1A, ch.2, sec.1, para. 54, 55, 56, sec.2, para. 68, 69, ch.4, para. 193, 194, 196, and AC 43.13 2A ch.1.

3. Control, operation information: None

4. Servicing information: None

5. Maintenance instructions: Must be inspected annually in accordance with FAR 43 appendix D and FAR part 91.

6. Trouble shooting information: N/A

7. Removal and replacement information: None

8. Diagrams: None

9. Special inspection requirements: None

10. Application of protective treatments: None

11. Data: None

12. List of special tools: None

13. For commuter category aircraft: N/A

14. Recommended overhaul periods: No additional overhaul time limitations

15. Airworthiness limitation section: No additional airworthiness limitations

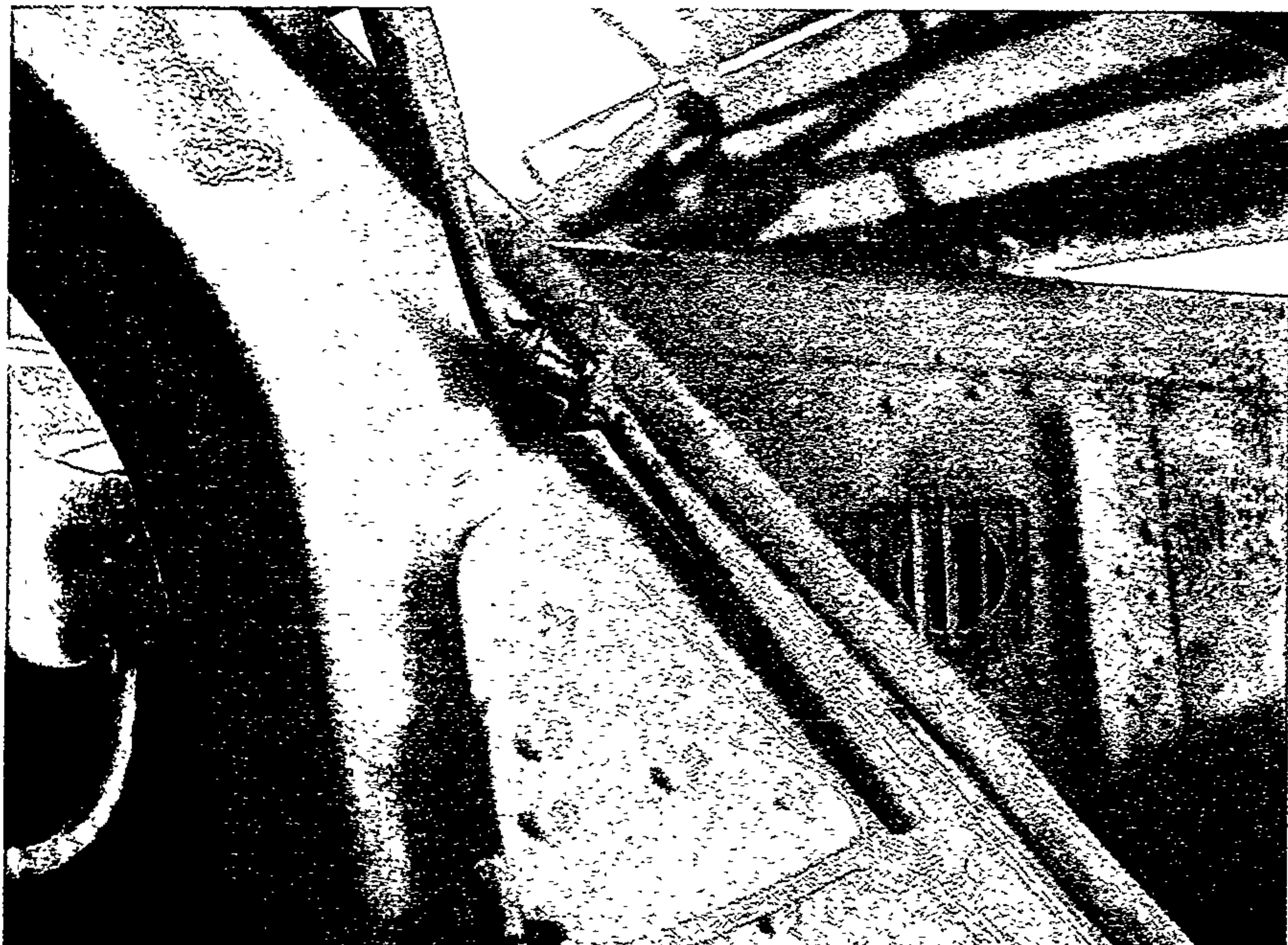
16. Revision: A letter will be submitted to the local FSDO with a copy of the revised FAA form 337

Pg.1 of 3

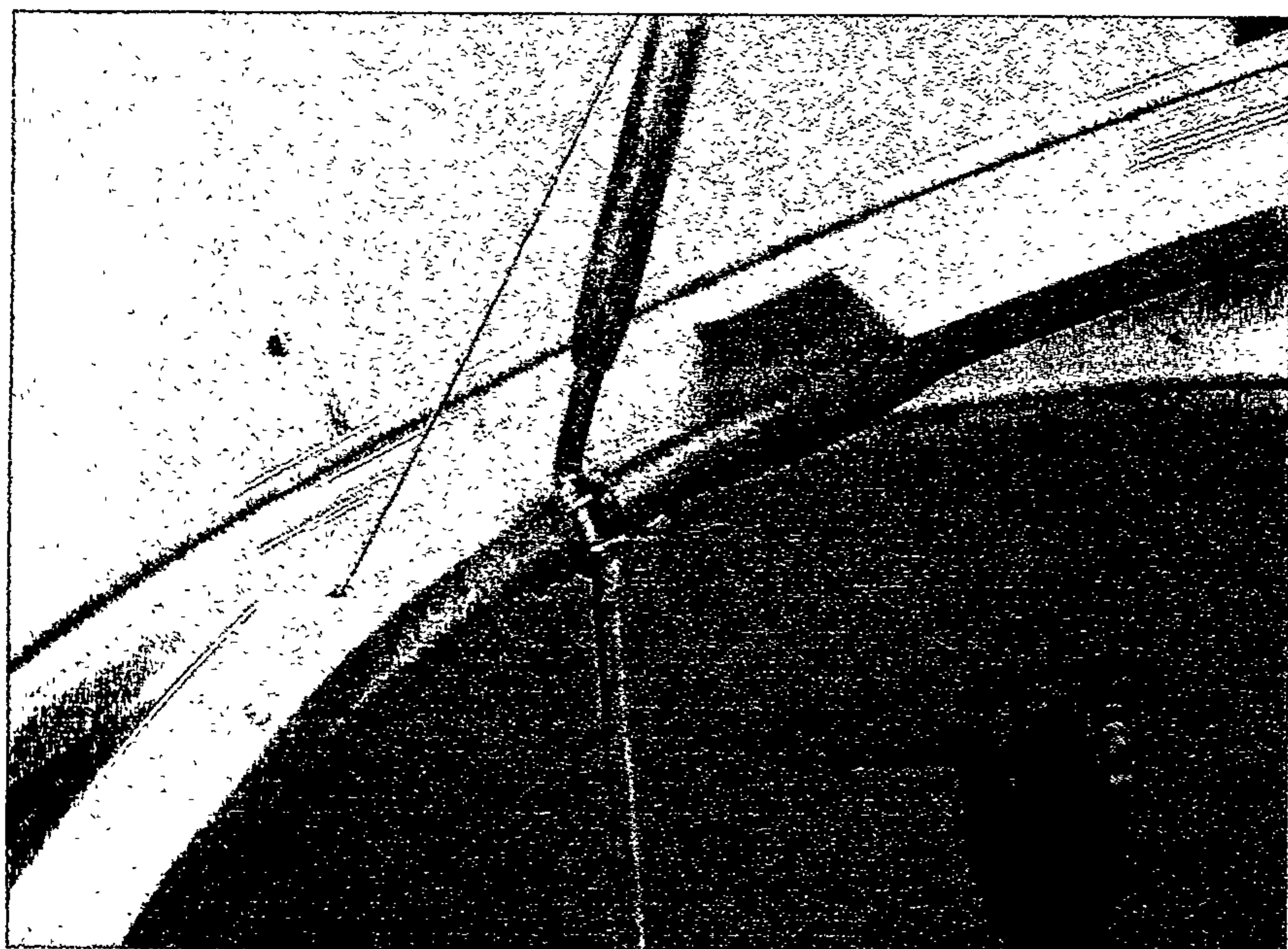
Additional Sheets Are Attached

\*U.S.GPO:1994-568-012/00019

RC-3 N5166B S/N 1000  
Details of Bow Door Handle



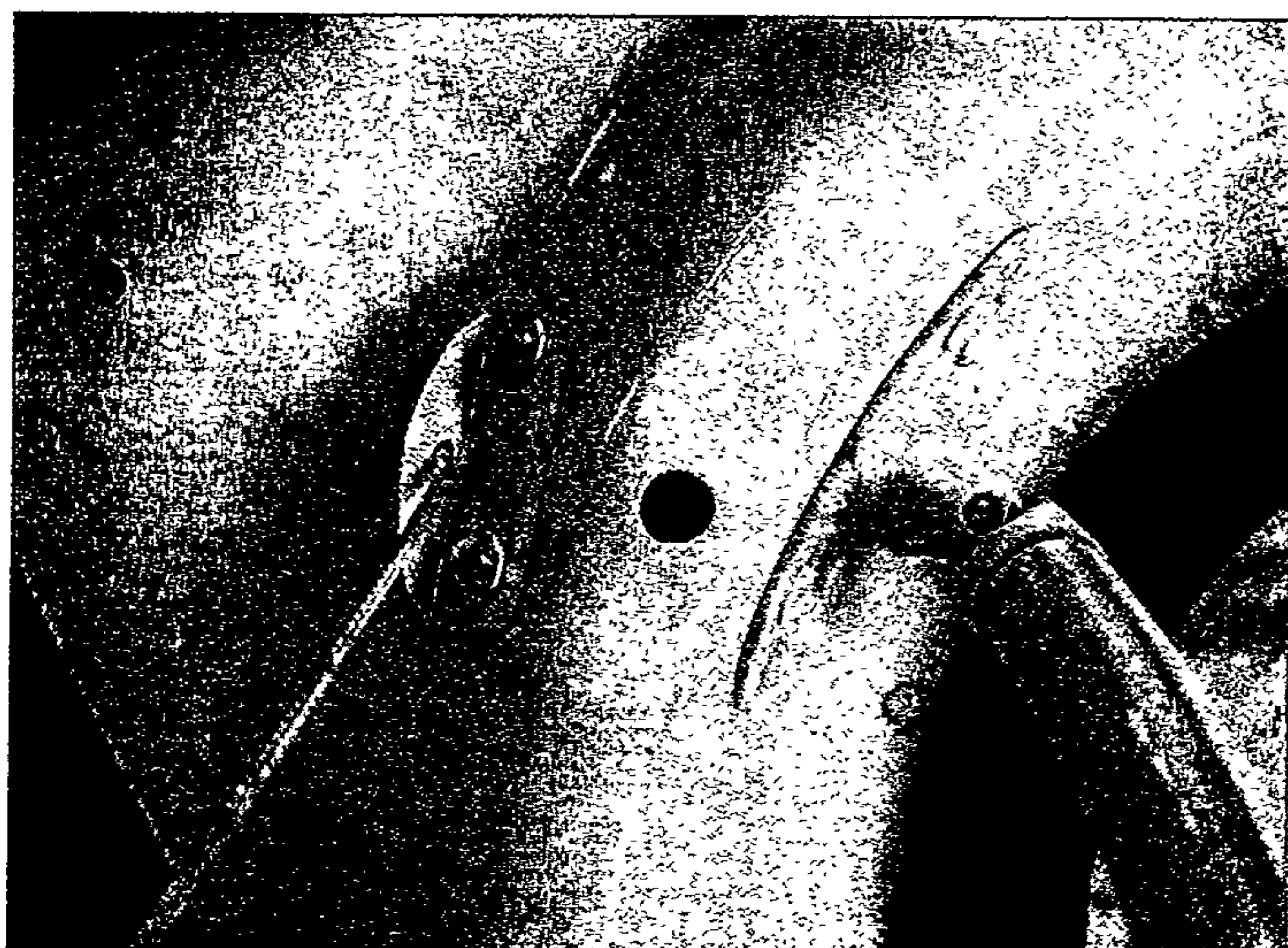
Steel rod with closure  
guide/support



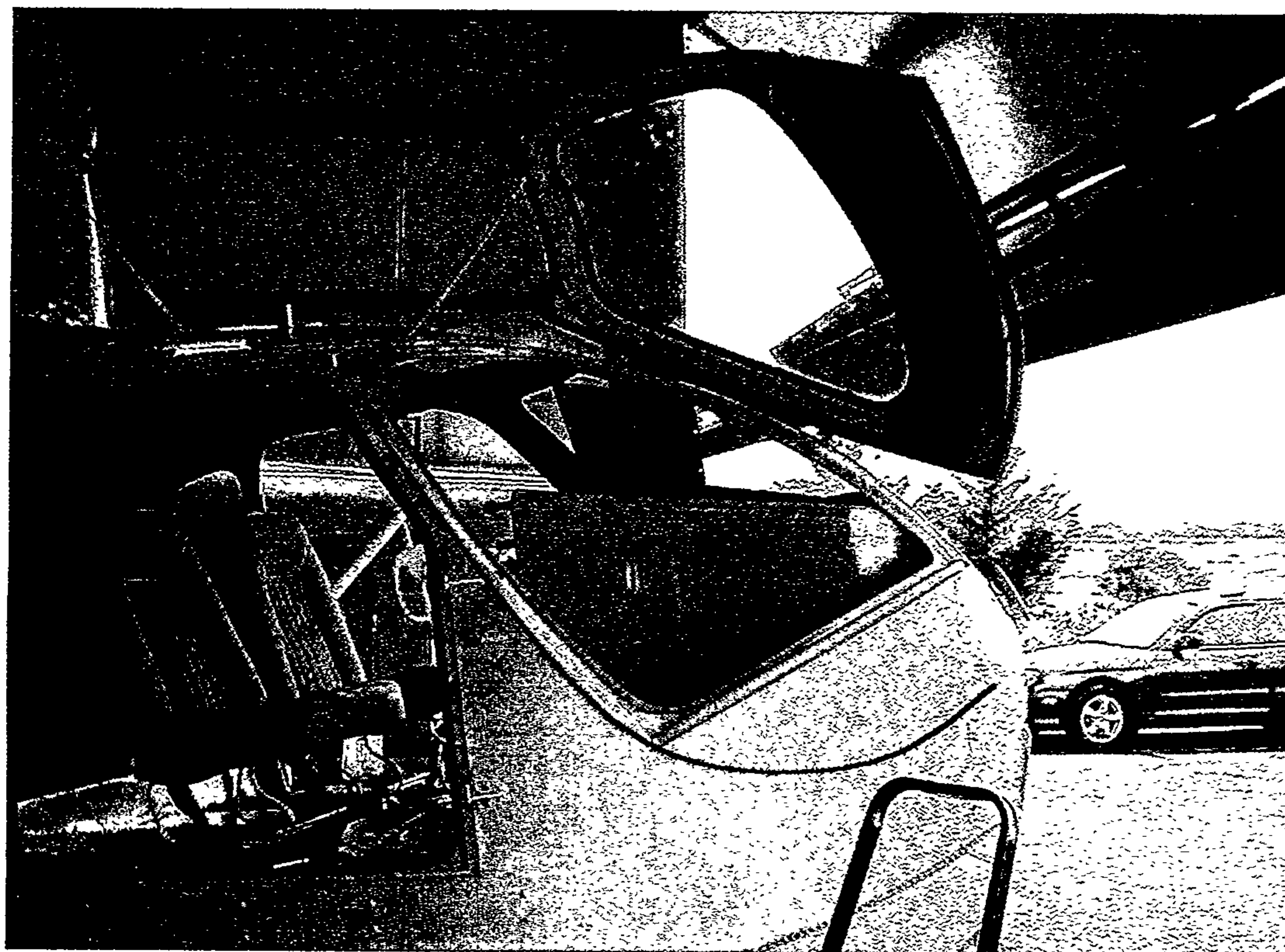
Closure and tension cable

9-8-99

RC-3 N5166B S/N 1000  
Details of Bow Door Handle



Handle and cable  
attachment to door



Location of tube and spring routed in fuselage

9-8-99