



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).

| | | |
|--------------------|---|---|
| 1. Aircraft | Make Republic | Model RC-3 |
| | Serial No. 1000 | Nationality and Registration Mark N5166B |
| 2. Owner | Name (As shown on registration certificate) | Address (As shown on registration certificate) |
| | Davey Darrell L Davey Deborah A | 6613 Santa Rosa Rd Camarillo Ca 93012-5672 |

3. For FAA Use Only

headliner

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

22 Sep 99 DATE SIGNATURE OAK-FSDO

4. Unit Identification

5. Type

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

6. Conformity Statement

| | | |
|---|--|---------------------------|
| A. Agency's Name and Address | B. Kind of Agency | C. Certificate No. |
| Kenneth L. Thompson PO Box 411 Vineburg, Ca. 95487 | <input checked="" type="checkbox"/> U.S. Certificated Mechanic | 545767051 |
| | <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 <i>9-22-99</i> | Signature of Authorized Individual <i>Ken Thompson</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 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 <i>9-22-99</i> | | Certificate or Designation No. 552273581 | Signature of Authorized Individual <i>Douglas P. Smith</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.)

Republic RC-3 N5166B Ser.# 1000

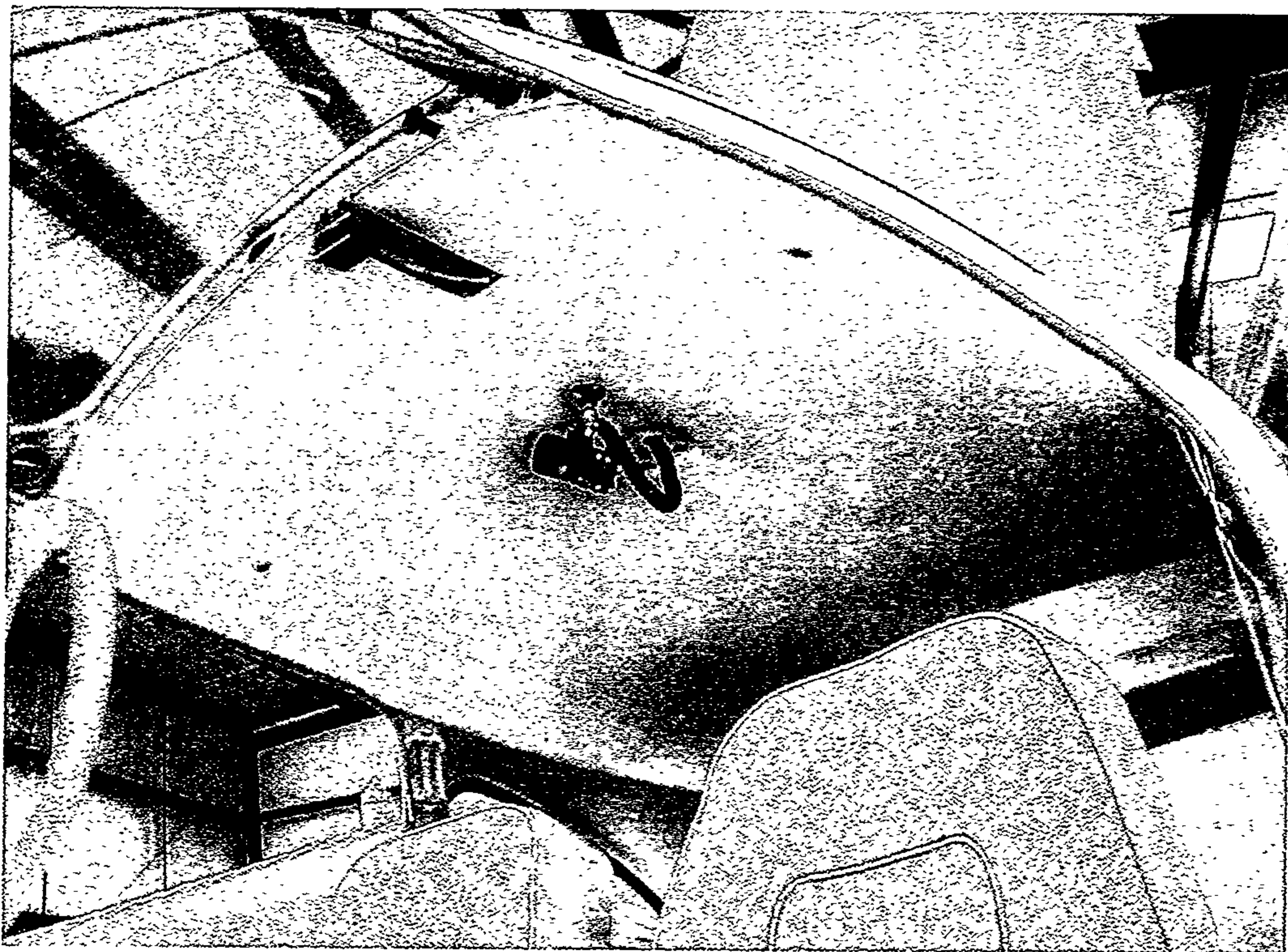
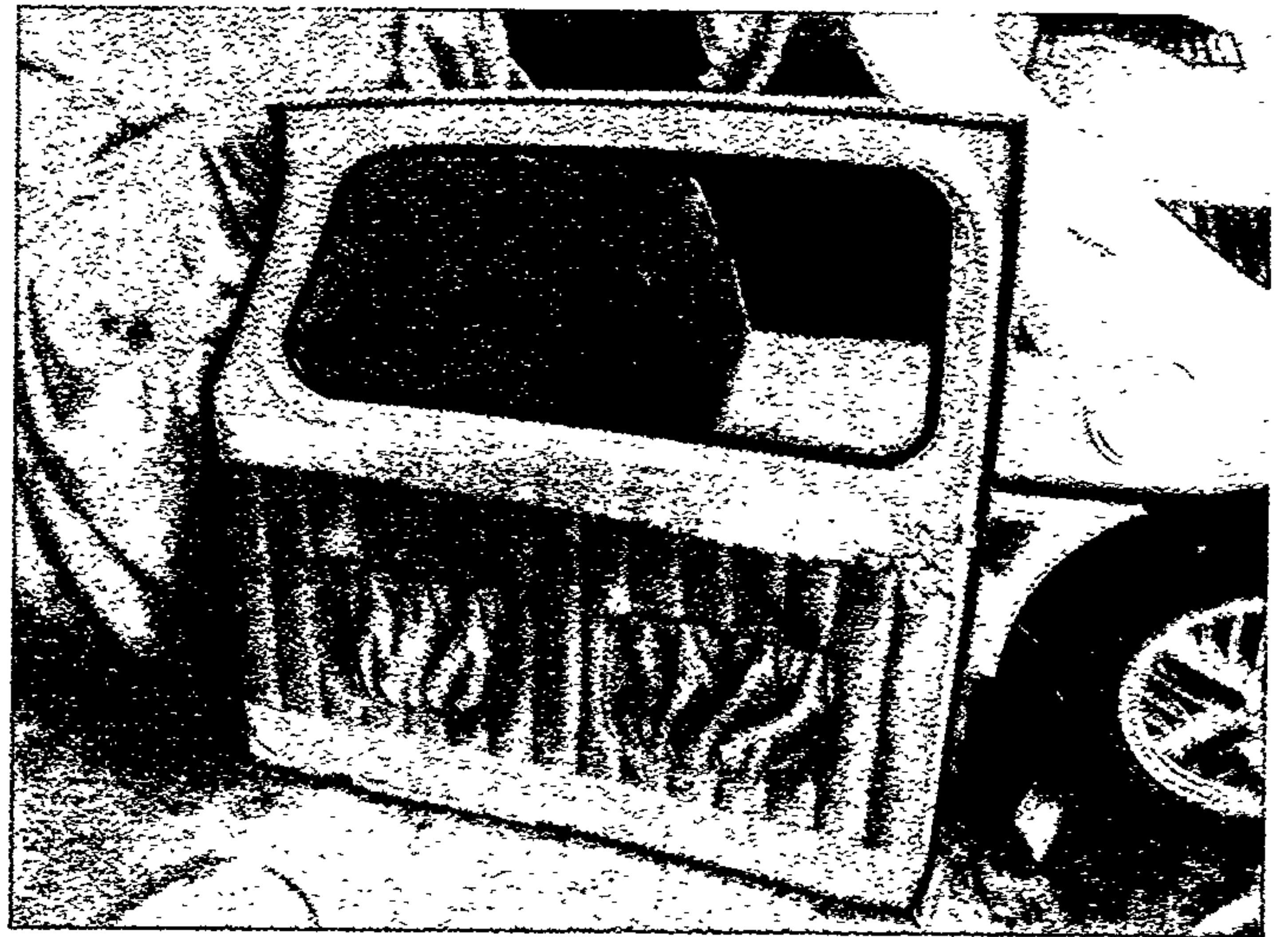
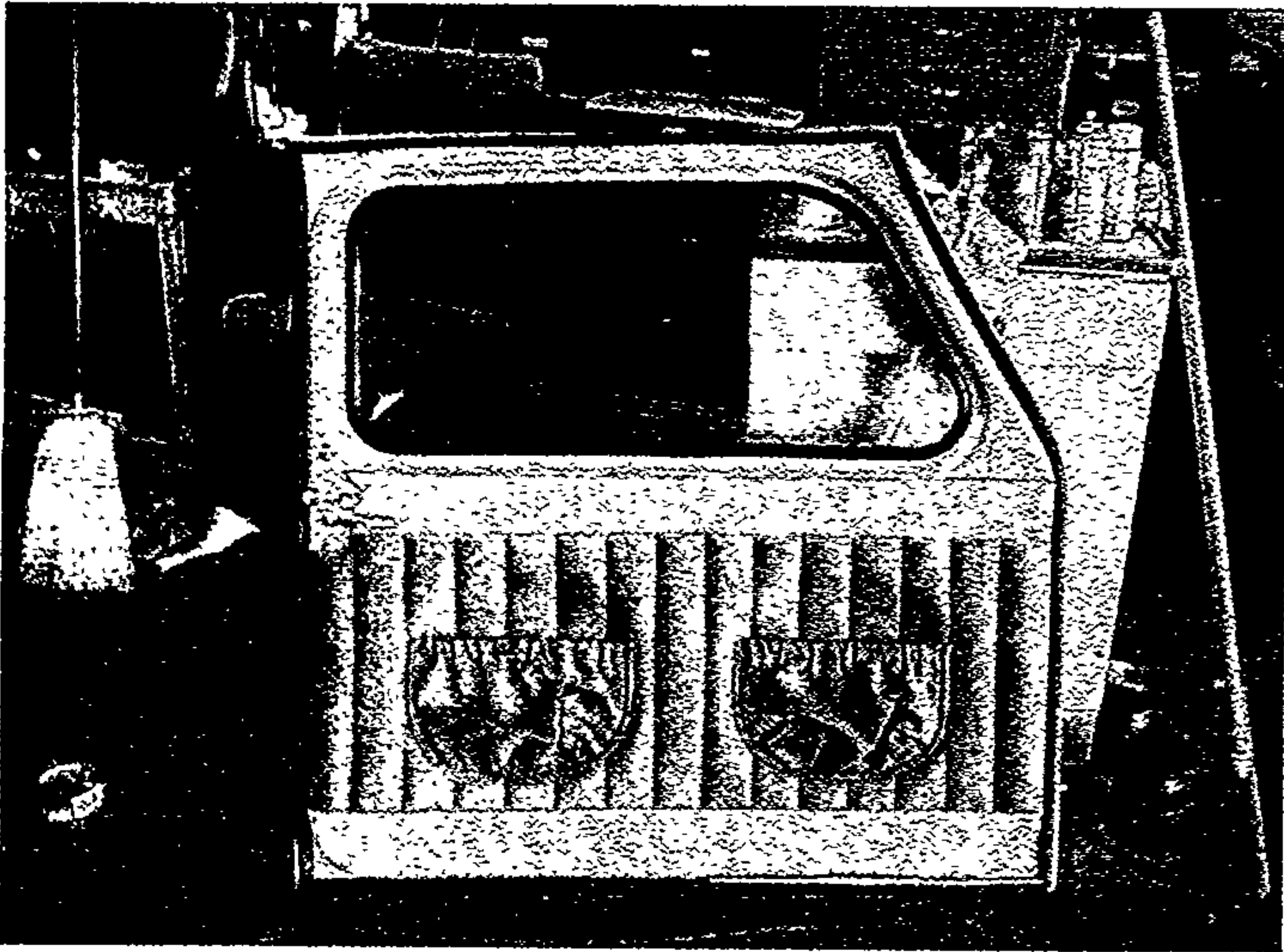
2. Description: Installed cabin ceiling and door liners fabricated from 2 layers of 3.16 oz./sq. yd. fiberglass cloth and resin and formed to fit ceiling and doors. Ceiling liners attached to airframe with four (4) MS24693C274 with A3235-028-935 Tinnerman washers thru MS21069-3 anchor nuts on .040 2024 T3 aluminum brackets riveted to fuselage with AN426-4 rivets. Door liners attached to door with plastic automotive upholstery push clips Cabin upholstery attached to liners with 3M 177 adhesive. Resin conforms to MIL-H-7575C and tested as per FAR 25.853 (b-3) reference Flammability Test Report Job # 5139 dated 9-22-99 and is flame resistant. Work done in accordance with AC 43.13 1A, ch.7, sec. 5, para. 321.
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

Fiber glass liners



RC-3 NS1663 SIN 1000

FAA ACCEPTED
FLAMMABILITY TESTING

FLAMMABILITY TEST REPORT
JOHN R. COLAO, INC. FAA DER
1299 Wooden Valley Crossroad, Suisun, CA 94585
(707) 425-9666

JOB # 5139
REPORT #
PAGE 1 of 1

IDENTIFICATION 1/32" FIBERGLASS - TAP PLASTIC RESIN: 08467 ISOPHTHALIC POLYESTER RESIN FIBERGLASS: A-CLOTH 09547

APPLICATION REPUBLIC RC-3 SEABEE

CUSTOMER DARRELL DAVEY REFERENCE

TESTED BY *[Signature]* TEST DATE 9/22/99

TEST METHOD TEST REQUIREMENTS (MAXIMUM)

| IGNITION TIME · MATERIAL POSITION | FEDERAL AVIATION REGULATION | CIVIL AIR REGULATION CAR 4D.381 | EXTINGUISH TIME | BURN LENGTH | BURN RATE AVG. | FLAME PENETRATION | AFTER GLOW |
|------------------------------------|-----------------------------|---------------------------------|-----------------|-------------|----------------|-------------------|------------|
| 1. 60 SECOND IGNITION · VERTICAL | FAR 25.853 (a) | | 15 SEC AVG | 6 IN AVG | | | |
| 2. 12 SECOND IGNITION · VERTICAL | FAR 25.853 (b) | | 15 SEC AVG | 8 IN AVG | | | |
| 3. 15 SECOND IGNITION · HORIZONTAL | FAR 25.853 (b-2) | | | | 2.5 IN/MIN | | |
| 4. 15 SECOND IGNITION · HORIZONTAL | FAR 25.853 (b-3) | FLAME RESISTANT | | | 4 IN/MIN | | |
| 5. 30 SECOND IGNITION · 45 DEGREE | FAR 25.855 (a-1) | FIRE RESISTANT | 15 SEC AVG | | | NONE | 10 SEC |
| 6. 30 SECOND IGNITION · 60 DEGREE | FAR 25.1359 (d) | | 30 SEC AVG | 3 IN AVG | | | |
| 7. 12 SECOND IGNITION · VERTICAL | FAR 25.853 (a) | EFFECTIVE 10/24/67 | | 8 IN AVG | | | |

TEST VALUES

| SAMPLE NO. | EXTINGUISH TIME (SECS.) | BURNED LENGTH (INCHES) | DRIP EXTINGUISH TIME (SECS.) | BURN RATE (IN/MIN) | AFTER GLOW (SECS.) | GRAIN DIRECTION | COMMENTS |
|------------|-------------------------|------------------------|------------------------------|--------------------|--------------------|-----------------|--|
| 1 | | | | 2.75 | | LAY | <input checked="" type="checkbox"/> PASSED |
| 2 | | | | 3.0 | | LAY | <input type="checkbox"/> FAILED |
| 3 | | | | 2.5 | | LAY | |
| 4 | | | | | | WARP | |
| 5 | | | | | | WARP | |
| 6 | | | | | | WARP | |
| AVERAGES | | | | 2.75 | | | |

9-22-99

pg 3 of 3

7.01