



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

*WP27 WOB*

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) <b>Davey Darrell L Davey Deborah A</b>	Address (As shown on registration certificate) <b>6613 Santa Rosa Rd Camarillo Ca 93012-5672</b>

### 3. For FAA Use Only

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

*9-20-99*      *Walter Blawie*  
DATE                      SIGNATURE                      OAK-FSDO

### 4. Unit Identification

### 5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				<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>9-20-99</b>	Signature of Authorized Individual <i>Ken 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>9-20-99</b>		Certificate or Designation No. <b>552273581</b>	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 KA-VW 1 Voice Warning unit behind instrument panel. Warning unit detects and warns pilot through aircraft audio panel of gear position before landing and of engine over boost condition. Unit ties in to aircraft electrical system as per attached drawing and is fused with a 1 amp fuse located in fuse panel. Over boost warning is detected by manifold pressure that is connected to a "T" fitting on manifold pressure gauge. Malfunction of unit does not affect landing gear position indicator lights or manifold pressure gauge. Reference attached sheet. All work done in accordance with Kenair Voice Warning installation and operation manual KA-VW1 rev.2, dated 7-25-99, AC 43.13 1A, Ch. 11, section 2, para.424, 429, section 3, para. 442, 443, 445 thru 451, fig. 11.7a, section 7, para. 514 thru 520.
3. Control, operation information: Reference KA-VW 1 control and operating information sheet VW1
4. Servicing information: None
5. Maintenance instructions: None
6. Trouble shooting information: Reference Kenair Voice Warning installation and operation manual KA-VW1 rev.2, dated 7-25-99
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

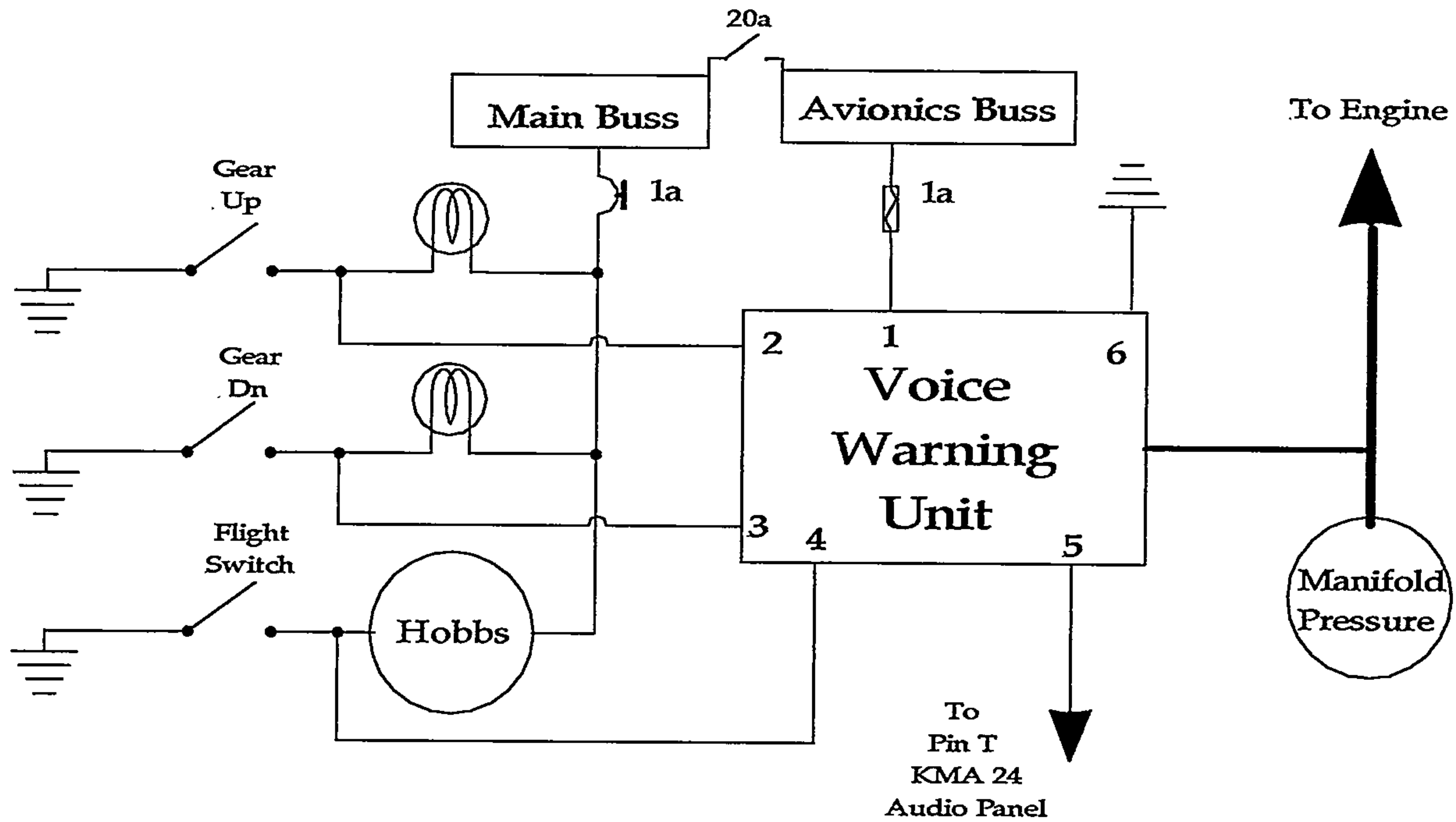
Additional Sheets Are Attached

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

*Kenair Aviation*  
P.O.Box 411 Vineburg, Ca. 95487

**Gear Position and Overboost Voice Warning Unit VW-1**  
Installation and Operation Manual KA-VW1

1. Find a suitable place to mount the unit. Attach to airframe with AN 525 1032 screws with self locking nuts or rivnuts and lockwasher. Reference AC 43.13 1A & 2A.
2. Using 22ga. Tefzel wire make electrical connections as shown in Fig. 1 as per AC 43.13 1A.
3. Plumb unit to manifold pressure line as shown in Fig.1. Reference AC 43.13 2A.
4. Test unit by supporting airframe to swing gear. Test overboost function by disconnecting line at manifold press. gauge "T" and pressurizing unit with adjustable calibrated airflow of 42inhg.
5. Operation of warning unit is automatic.
6. At each 100hr/annual inspection inspect unit for security and operation.
7. If unit fails to operate properly, replace unit.





Republic RC-3 N5166B Ser.# 1000

Control and operating information Sheet VW1  
Voice Warning Unit

The Voice Warning Unit is completely automatic in operation. It will give a pre-determined audio warning for gear position when engine manifold pressure is reduced for landing and in event of an engine overboost condition. To disable unit remove fuse from holder located in lower instrument panel.

If you require technical assistance contact Kenair tech support services at [kenair@vom.com](mailto:kenair@vom.com) or call or 24 hr. AOG hotline 707-939-0401.