



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 MB

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

3. For FAA Use Only

oil filter / chip detector

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 *[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

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 9-8-99	Signature of Authorized Individual <i>[Signature]</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 Flt. 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 9-8-99		Certificate or Designation No. 552273581	Signature of Authorized Individual <i>[Signature]</i> Douglas F. Smith		

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.)

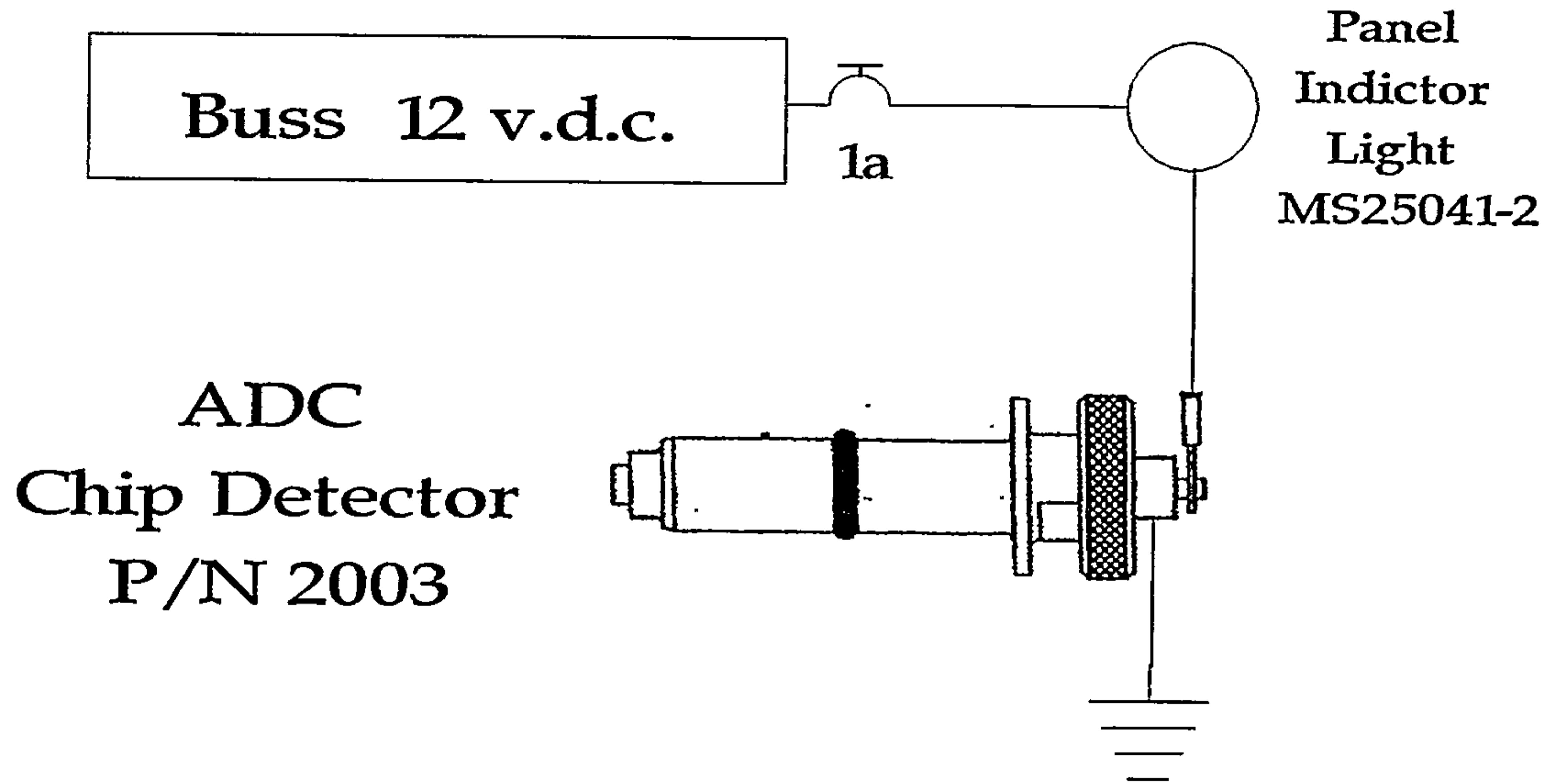
Republic RC-3 N5166B Ser.# 1000

2. Description: Installed Aviation Development Corporation Spin-On Oil filter system P/N 07-06925 and chip detector P/N 2003 in left forward engine compartment. Oil filter adapter attached with AN3 bolts and AN363 nuts. Aeroquip 666-8 fluid hose TSO-C53a, Type D, with fire sleeve was used to connect the filter adapter to the engine and oil cooler. Chip indicator light P/N MS25041-2, push to test mounted in top center of instrument panel and uses a 1 amp circuit breaker for circuit protection. All work done in accordance with Aviation Development Corporation Report No. SP025, dated 10-17-96, ADC drawing# 50000 dated 9-2-96, 50010 dated 8-29-96, 50045 dated 10-14-97 (filter adapter), ADC Report No. CD30 dated 2-1-97, drawing# 1001 dated 3-4-94 (chip detector) and 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 aircraft flight manual supplement
4. Servicing information: None
5. Maintenance instructions: Must be inspected annually in accordance with FAR 43 appendix D.
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

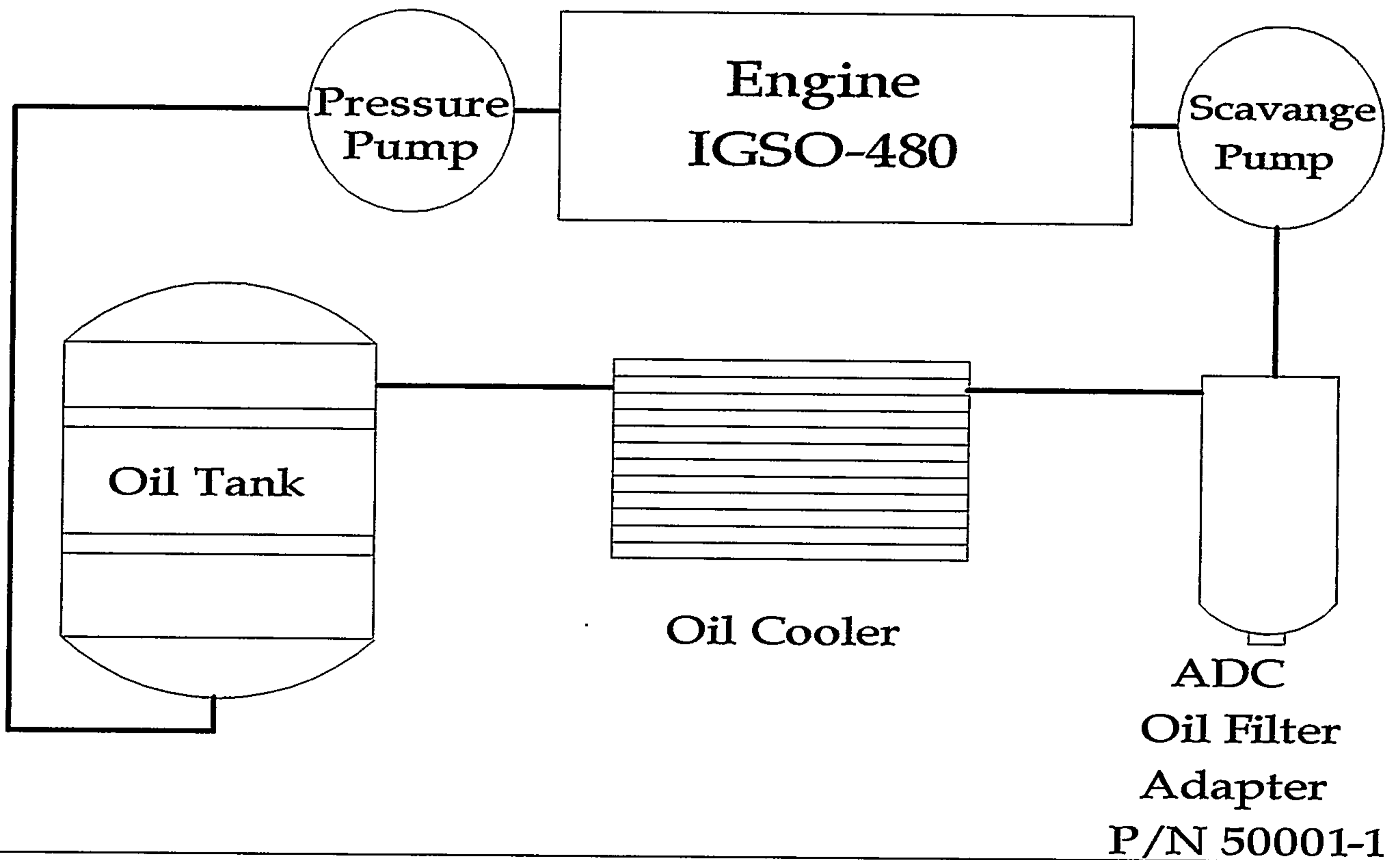
RC-3 N5166B S/N 1000

ADC Spin-On Oil Filter Adapter w/ Chip Detector

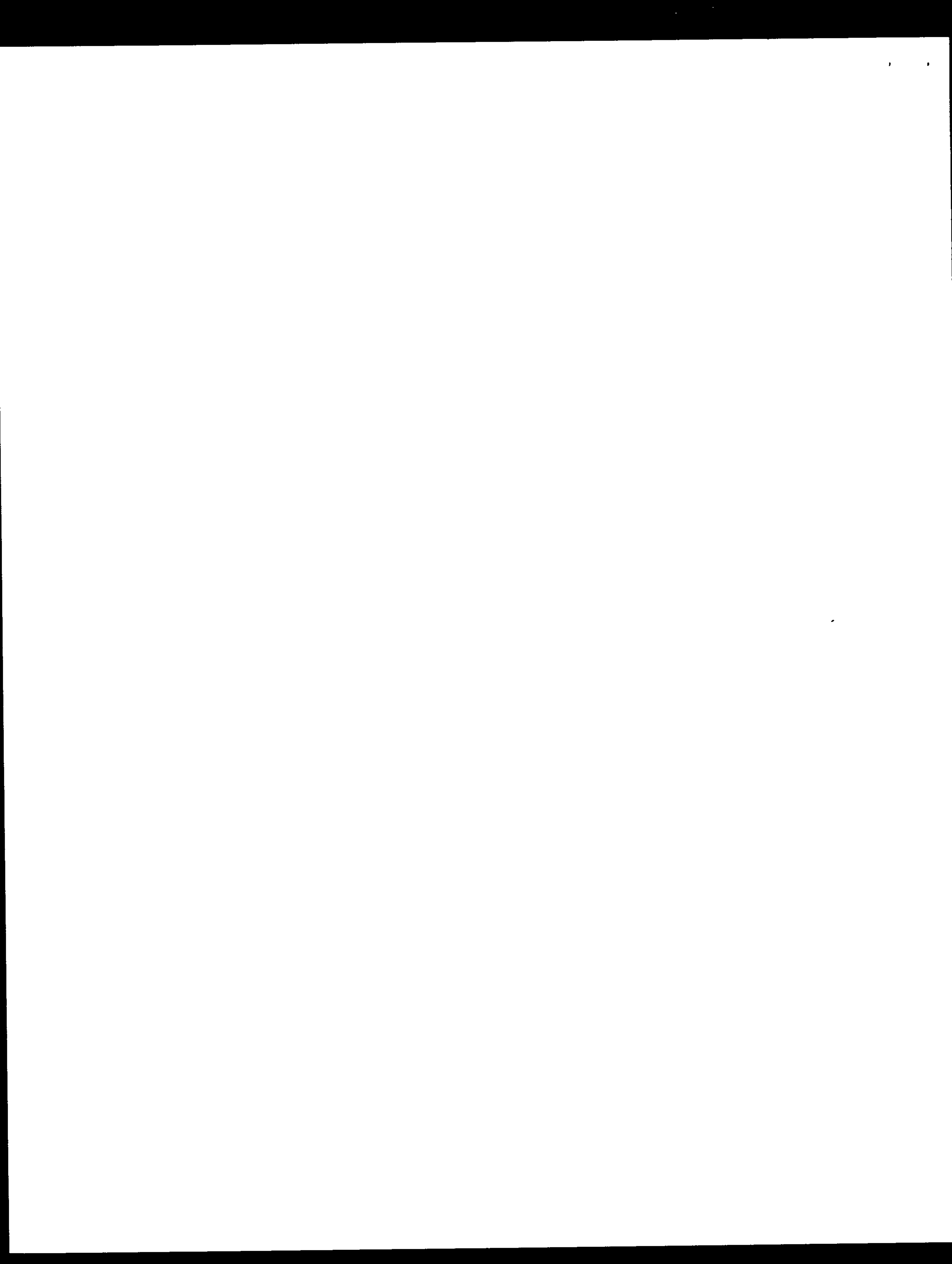
Wiring Diagram of Chip Detector



Oil System Diagram



9-8-99



RC-3 N5166B S/N 1000

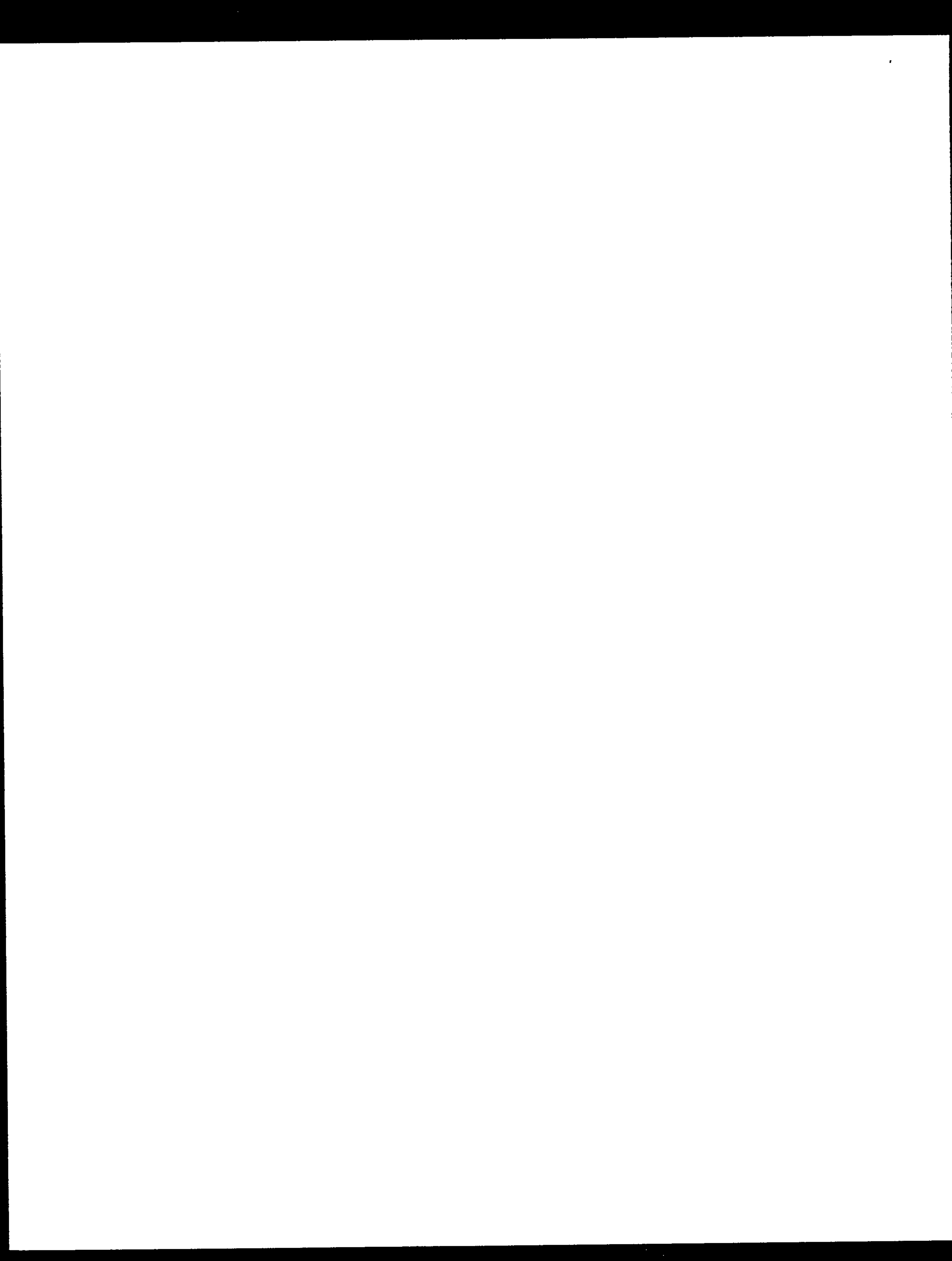
ADC, Inc. Spin on Oil Filter and Chip Detector

Located in forward left side of engine compartment



Pg. 3 of 5

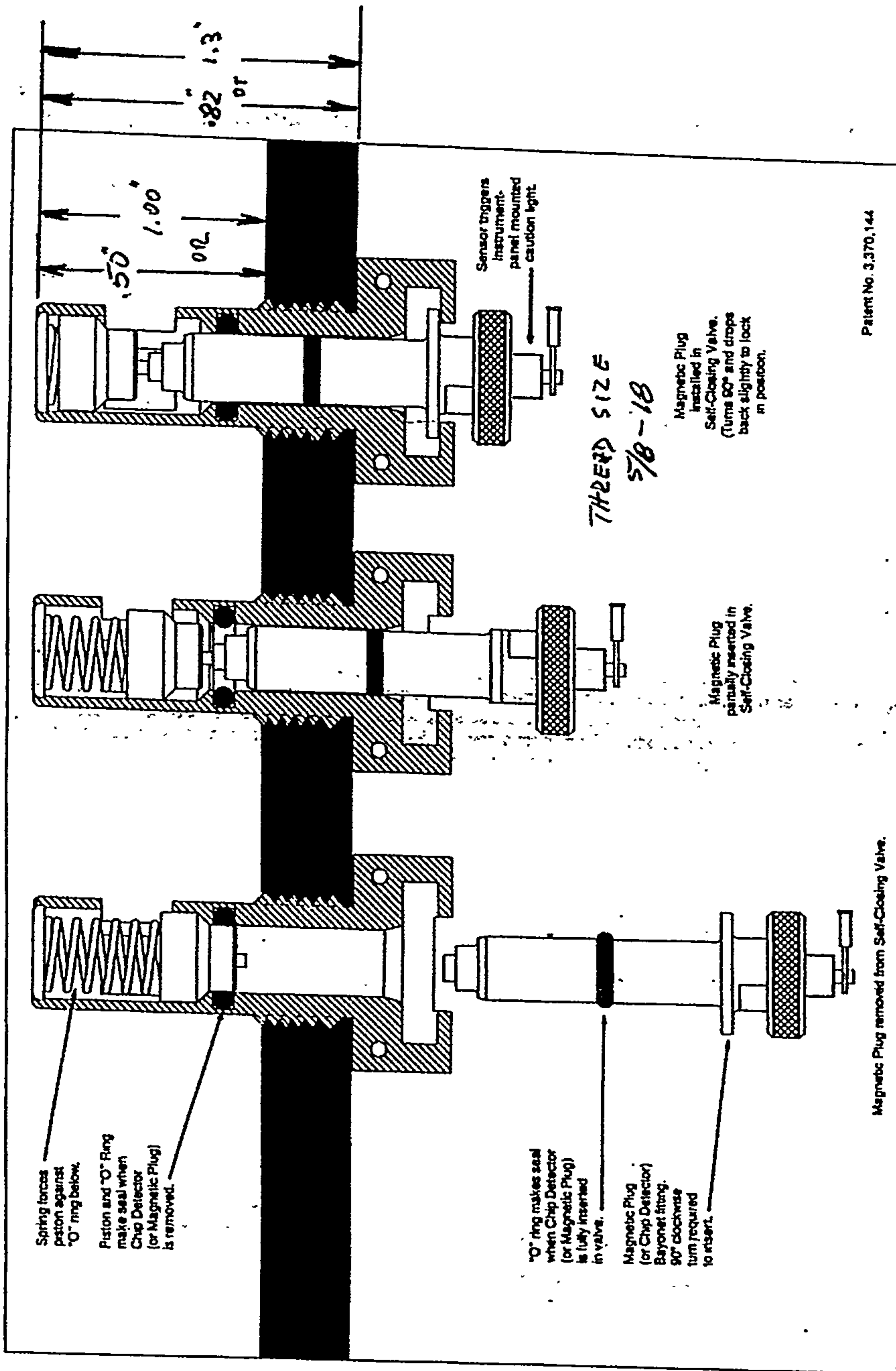
9-8-99

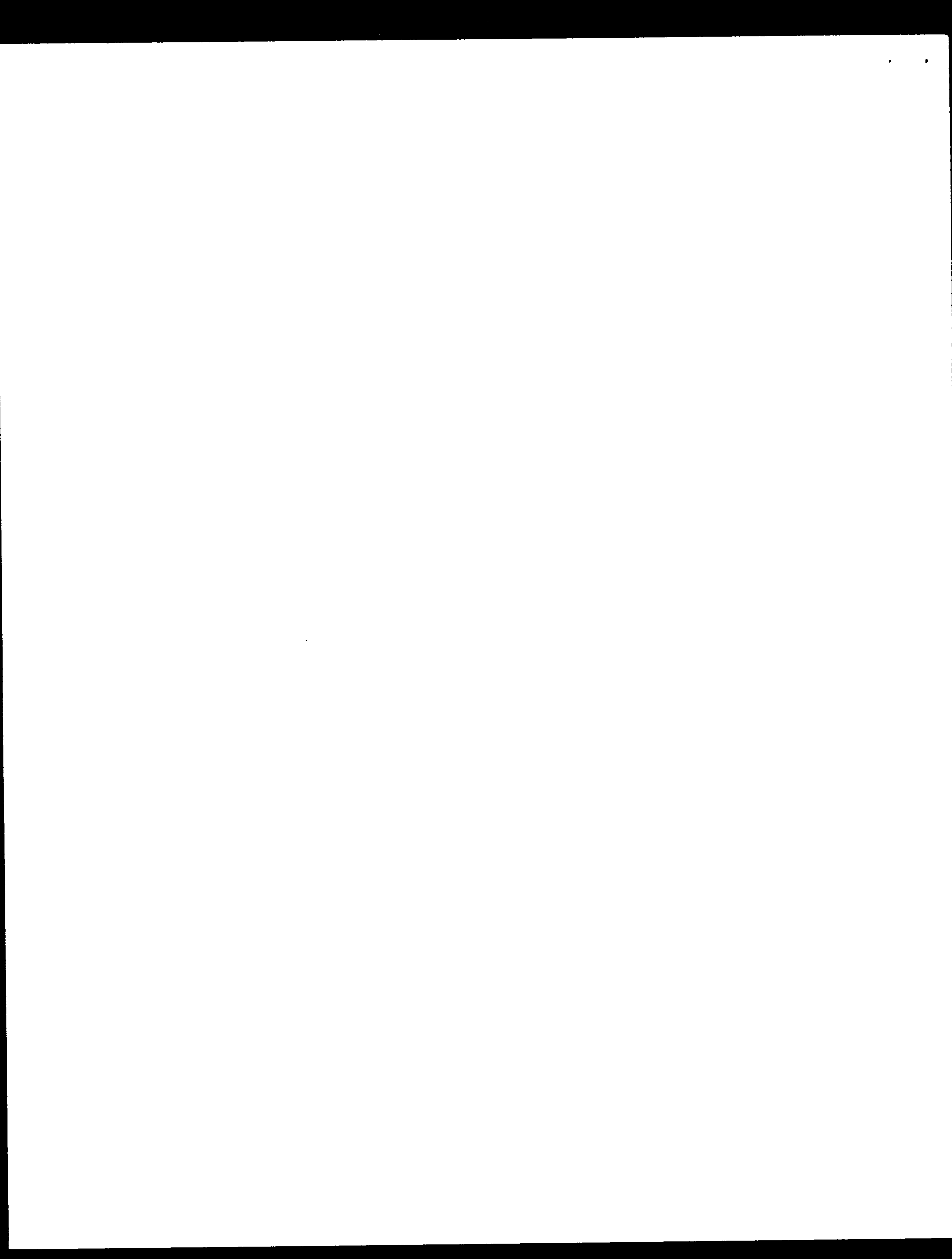


RC-3 N5166B S/N 1000

ADC Chip Detector Details

ADC Bayonet-type Chip Detector





RC-3 N5166B S/N 1000

Aviation Development Corporation
1305 N.W. 200th Street
Seattle, Washington 98177

Aircraft Flight Manual

Aircraft Type: Republic RC-3

Registration No: N5166B

Serial No: 1000

This supplement must be attached to Aircraft Flight Manual or Pilot's Operating Handbook when Aviation Development Corporation Chip Detector is installed.

The information contained in this document supplements or supersedes the basic manual only in those areas listed. For limitations, procedures and performance information not contained in this supplement, consult the basic airplane flight manual.

I. LIMITATIONS
No change.

II. PROCEDURES
If chip detector light comes on, land as soon as practicable. Remove and inspect chip detector for contamination. Clean and reinstall into chip detector housing.

Note: If an unusually high concentration of particles is present on chip detector magnet, this could be an indication of an abnormal engine wear condition, and further investigation should be conducted.

III. PERFORMANCE
No change.

Date: 3/23/99