



MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification *BA*
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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. 946	Nationality and Registration Mark N565CB
2. Owner	Name (As shown on registration certificate) HENRY RUZAKOWSKI	Address (As shown on registration certificate) P.O. BOX 497 TAVERNIER, FLORIDA 33070

3. For FAA Use Only

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

Date: *7-17-97* Signature: *[Signature]*

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address HENRY RUZAKOWSKI P.O. BOX 497 TAVERNIER, FLORIDA 33070	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. A&P267490854
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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 <i>7/17/97</i>	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 Ft. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	<input type="checkbox"/>	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>7/17/97</i>	Certificate or Designation No. A&P267490854/A	Signature of Authorized Individual <i>[Signature]</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.)

Installed four (4) RULE BILGE PUMPS, Part #25 at Stations 52, 82, 174 and 186 in the hull of Republic RC-3 Seabee, N565CB, Serial Number 946. Pumps are mounted on a housing supplied with the pump assy., and bolted through the keel into the housing. Pump snap into the housing. Installation was done in accordance with the manufacturers instructions and in accordance with AC43.13-1A, Chapter 14, Section 2, paragraph 709, 711 and 713 and Chapter 11, Section 3 paragraph 443 - 446, 448 - 451 and Section 7, paragraph 514 - 519.

Purpose of the bilge pumps is to remove water accumulation in the hull through seepage while the aircraft is moored on the water. These pumps are necessary to maintain proper C.G. range and loading of the aircraft while spending extended amounts of time on the water. Bilge pumps work when any of the four individual switches on the instrument panel are activated. Each switch is wired to an indicator light, which will go on as soon as water is detected on the indicator lead.

A 10 amp Potter and Brumfield W31 series circuit breaker was installed on the instrument panel for circuit protection in accordance with AC43.13-1A, Chapter 11, Section 2, paragraph 429 and AC43.13-2A, Chapter 2, Paragraph 27 (a - g).

A functional test was performed of each bilge pump to pump water from the inside of the hull to the outside; test was satisfactory for all pumps.

This installation is similar to that already previously approved on Republic RC-3 Seabee, N6428K, S/N 673. See attached FAA Form 337, dated 8/21/96.

These bilge pumps have been added to the equipment list. Aircraft was weighed with the bilge pumps installed and the new weight and balance data was entered in the aircraft records.

Electrical load testing as per Part 23.1351 was performed and found to be within limits.

END

Additional Sheets Are Attached



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

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. 673	Nationality and Registration Mark N6428K
2. Owner	Name (As shown on registration certificate) COYLE PATRICK J.	Address (As shown on registration certificate) 2135 N. LAKESHORE DR. ORANGE PARK, FLA. 32073-7761

3. For FAA Use Only

The ~~airframe~~ identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7.

Date 8-21-96 FAA Inspector George B. Lee

PRINCIPAL INSPECTOR
SO-FSDC-16 JAX

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in Item 1 above)				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
PATRICK J. COYLE 2135 N. LAKESHORE DR. ORANGE PARK, FLA. 32073-7761	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	204-44-4973
	<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 8-21-96	Signature of Authorized Individual <i>Patrick J. Coyle</i>	PATRICK J. COYLE
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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	Inspection Authorization	Other (Specify):
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection 8-21-96	Certificate or Designation No. 1711270506	Signature of Authorized Individual <i>George B. Lee</i>
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft records. 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 number and data work completed.)

Installed four (4) RULE BILGE PUMPS, Part # 29-165 at station 52.0, 82.0, 174.0 and 186.0 on the floor in the lower hull of each compartment. Installation was done IAW MANUFACTURES INSTALLATION INSTRUCTIONS, and IAW AC 43.13-1A, Chapter 14, Section 2, paragraph 709, 711, and 713, Also IAW AC 43.13-1A Chapter 11, Section 3, para, 443, 444, 445, 446, 448, 449, 450, and 451, and Section 7, para, 514, 515, 516, 517, 518, and 519.

Purpose for an electric Bilge pumps to remove water that seeps in while the aircraft is moored in the water. Bilge pumps works automatically without floats if the bilge pump switch is activated in the cockpit. Pump automatically checks the bilge for water. If water is present, the pump will automatically empty the bilge, turn itself off and then enter a monitoring cycle wherein the bilge is monitored every few minutes. Starting and stopping are completely automatic.

A 7.5 amp circuit breaker was installed for each pump on the instrument panel, IAW AC 43.13-1A Chapter 11, Section 2, para, 429, and IAW AC 43.13-2A, Chapter 2, para 27, A thru G.

A functional test of the each electric bilge pump was performed and was found to operate normally.

These four (4) ELECTRIC BILGE PUMPS will be added to the new equipment list.

Aircraft was re-weighed after this installation and new weight and balance data entered in the aircraft records, and flight manual.

NOTE: Electrical load testing as per Part 23.1351 was performed and found to be within limits.

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Additional Sheets Are Attached