



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

50FS0017

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 STAR 9000</b>	Model <b>WC-3</b>
	Serial No. <b>946</b>	Nationality and Registration Mark <b>N565CB</b>

<b>2. Owner</b>	Name (As shown on registration certificate) <b>HENRY RUZAKOWSKI</b>	Address (As shown on registration certificate) <b>P.O. BOX 497 TAVERNIER, FL 33070</b>
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For FAA Use Only

4. Unit Identification

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

### 6. Conformity Statement

<b>A. Agency's Name and Address</b> <b>HENRY RUZAKOWSKI</b> <b>P.O. BOX 497</b> <b>TAVERNIER, FL 33070</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>AP267490854</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>APRIL 4, 1998</b>	Signature of Authorized Individual 
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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>4/4/98</b>	Certificate or Designation No. <b>AP267490854IA</b>	Signature of Authorized Individual 
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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.)

## BOW DOOR REPAIR

Removed damaged bow door and installed serviceable unit. Outer skin was not on serviceable unit and lower 2/3 of door outer skin was used from damaged unit. Minor imperfections were hand hammered to return this part to contour as was previous.

Skin was reattached in accordance with AC43.13-1A, Chapter 2, Section 3, Paragraph 99-c, d and Figure 2.18. Original spot welds were replaced with AN426AD3 rivets.

Manufactured new skin for forward section of bow door and riveted in accordance with AC43.131A, Chapter 2, Section 3, Paragraph 99 d and Figure 2.18.

Bow door hinges were reattached and functional check for operation was satisfactory. Reinstalled original windshield and rubber molding. Weight change was negligible.

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Additional Sheets Are Attached