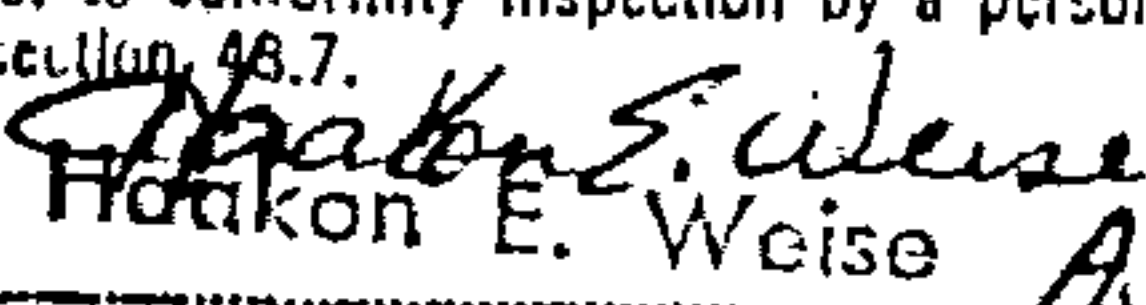
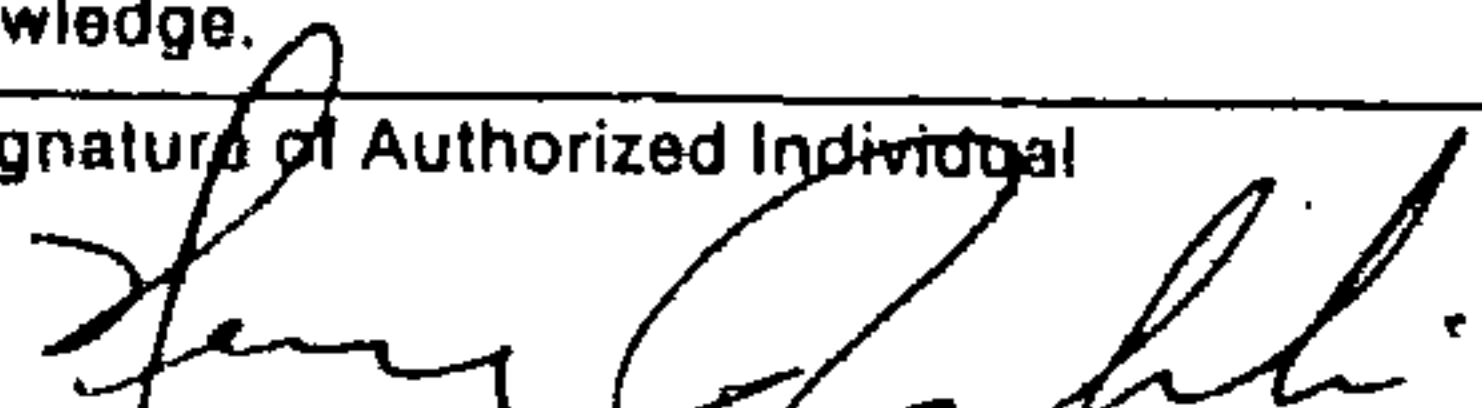



US Department of Transportation Federal Aviation Administration		MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)			Form Approved OMB No. 2120-0020	
					For FAA Use Only	
					Office Identification	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, 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	
	Serial No.	946		Nationality and Registration Mark	U.S.A. N565CB	
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)		
	HENRY RUZAKOWSKI			P.O. BOX 497 TAVERNIER, FL. 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.						
<p style="text-align: center;">OCT 25 1991</p> <p style="text-align: center;">  Hakon E. Weise A9-FSD0-19 </p>						
4. Unit Identification						
Unit	Make	Model	Serial No.	5. Type		
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~			Repair	Alteration	
POWERPLANT				X		
PROPELLER						
APPLIANCE	Type					
	Manufacturer					
6. Conformity Statement						
A. Agency's Name and Address			B. Kind of Agency		C. Certificate No.	
HENRY RUZAKOWSKI P.O. BOX 497 TAVERNIER, FL. 33070			<input checked="" type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		A&P 267490854	
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			Signature of Authorized Individual			
NOVEMBER 22, 1991						
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> 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		Certificate or Designation No.	Signature of Authorized Individual			
17 MARCH 92		265530560				

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.)

Removed bottom hull skin from Republic RC-3 Seabee, N565CB, Serial #946, from the aircraft hull step area to a point 31.5 inches forward. All internal omega (hat) sections were removed from the damaged skin. Omega sections were stripped, alumiprepped, alodined and zinc chromated prior to installation on new hull bottom skin. New skin is 2024T3 ALCLAD .051 and was shaped to match hull bottom contour. New skin was cleaned and zinc chromated prior to installation. Zinc chromate tape was applied between all skins that were riveted together to make a water-tight seal. This is the same material and procedure used by Republic Aircraft.

A butt-type splice is used and is riveted together using AN426AD5-5 and AN470AD5-5 rivets. A total of 480 rivets are used. Rivet spacing was that used on the original structure on the hull bottom at seams. Remaining hull bottom is riveted using existing chine and backdrilling original holes into new skin.

All work done in accordance with AC43.13-1A, Chapter 2, Paragraph 99 (b,c and d) and Figure 2.18 (b). No manufacturers repair or alterations instructions or manuals for this model aircraft have ever been issued.

Additional Sheets Are Attached