



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 *PT*

50830017

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.

7-17-97
Date

[Signature]
Signature of FAA Inspector

4. Unit Identification

5. Type

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 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 <i>7/17/97</i>		Certificate or Designation No. <i>A&P267490854/1A</i>	Signature of Authorized Individual <i>[Signature]</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

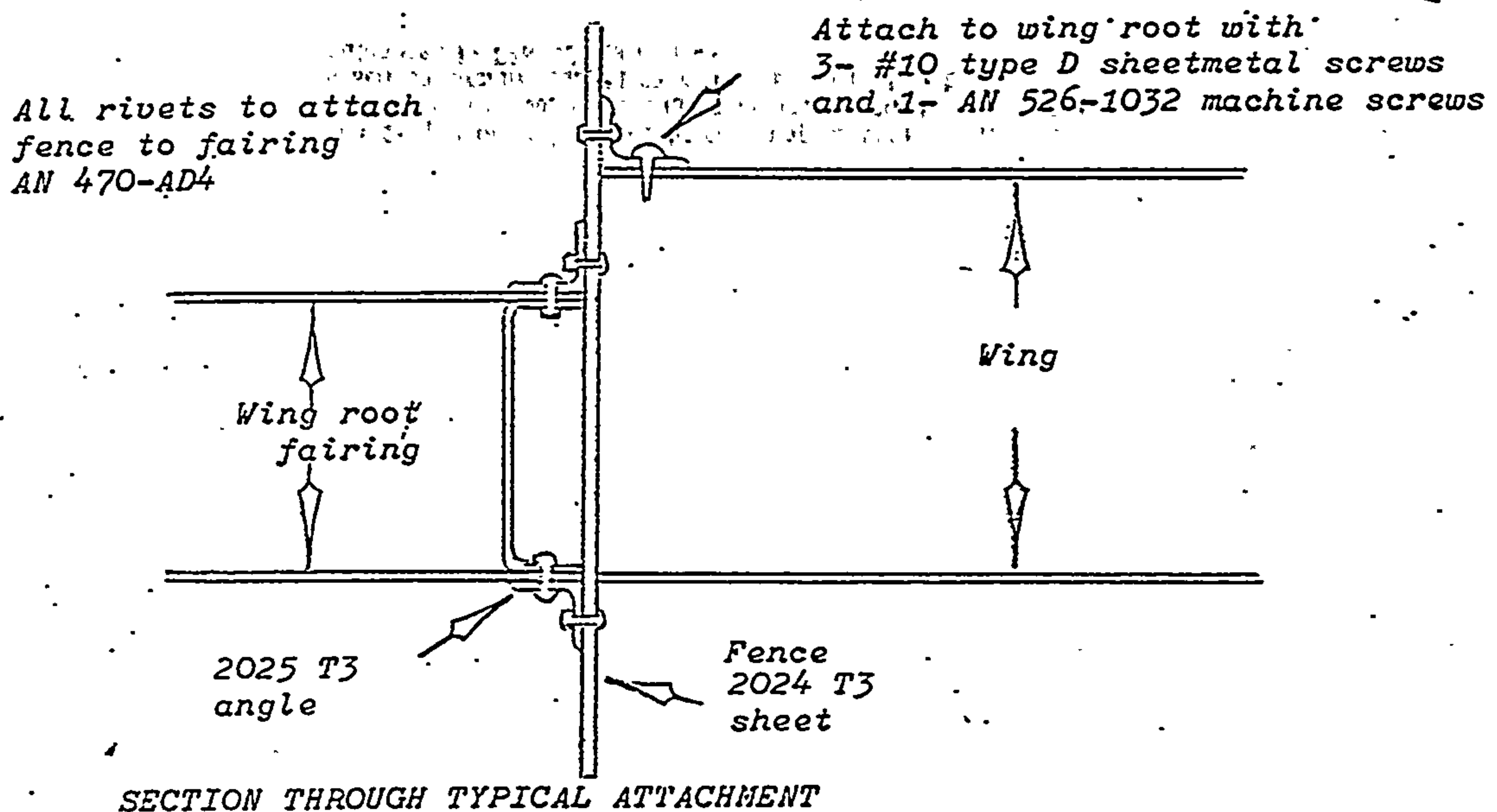
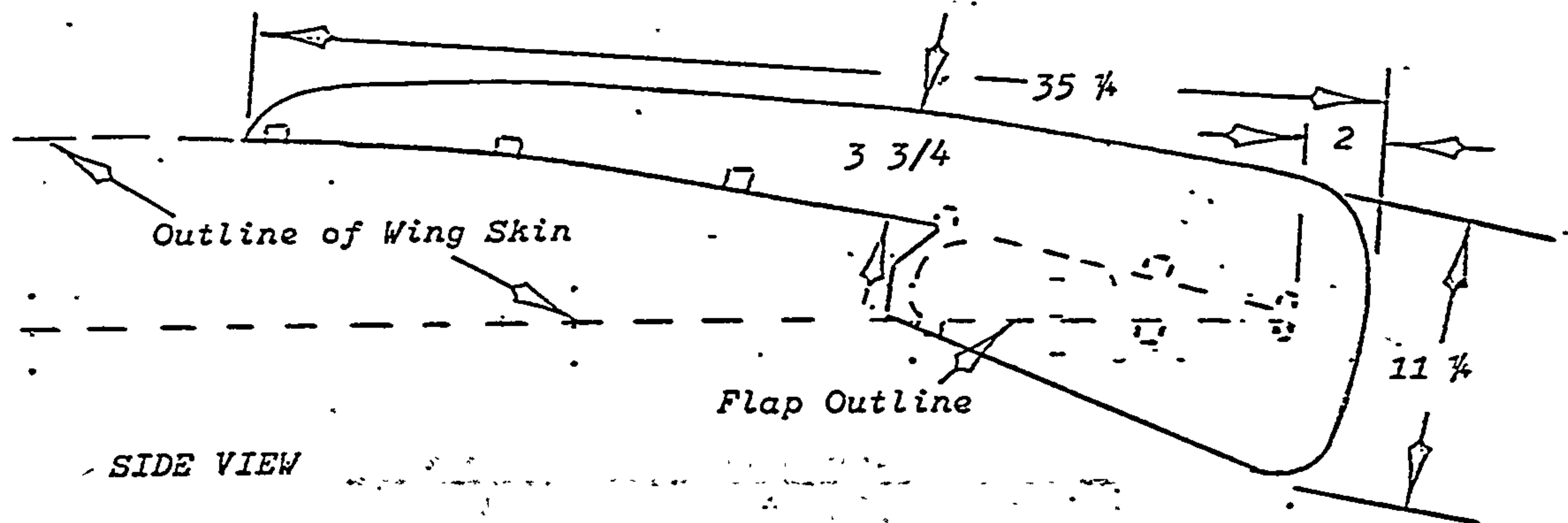
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

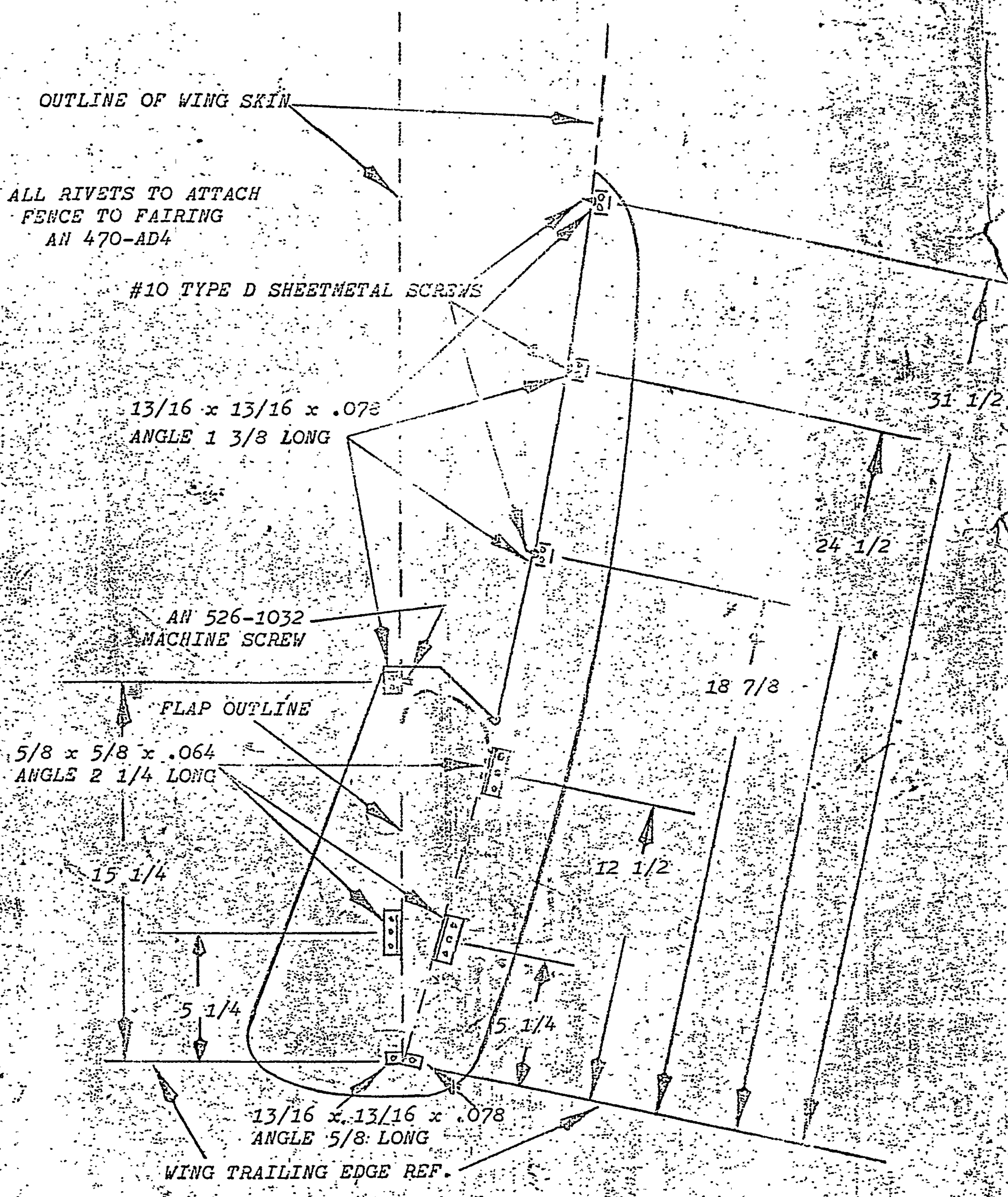
INSTALLATION OF WING ROOT FENCES

Verified previous installation of Wing Root Fence on Republic RC-3 Seabee, N565CB, S/N 946. Installation done in accordance with previously approved drawings and FAA Form 337 dated 8/6/64 as on Republic RC-3 Seabee, N6723K, S/N 1007.

Wing Root Fences installed, extending from a point 2 inches aft of the wing trailing edge, forward 35 1/4 inches over the top of the wing. Fences fabricated of .062 inch thick 2024T3 aluminum and attached to the wing with 2024T3 aluminum angle and AN470AD4 rivets as per sketch. All riveting done in accordance with CAM 18.30-4 (e), (4) (II), (IV), (VI), 6 (f), (I), (a). Mating metal surfaces primed and painted before installation

Wing Fences were included with the aircraft's original weight and balance.





FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 04-R060.

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE <i>Republic</i>	MODEL <i>RC-3</i>	SERIAL NO. <i>1006</i>	NATIONALITY AND REGISTRATION MARK <i>N 6723K</i>
2. OWNER	NAME (First, middle, last) <i>George W. Mojonnier</i>		ADDRESS (Street and number, city, zone and State) <i>550 N. Grace St. Lombard, Illinois 60148</i>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	<i>As described in item 1 above</i>				<i>X</i>
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER	Date <i>8-6-64</i> <i>George A. Bruce</i> FAA Inspector <i>CE-CADD-3</i>			

4. AIRCRAFT WEIGHT AND BALANCE DATA. This item must be completed by repair or alteration agency. However, in the case of a spare component, it will not be completed until such component is installed in an aircraft. At this time, it will be completed by the installing agency, if applicable.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
<i>Normal</i>	<i>Amphibian - 2238.5</i>	<i>123.15</i>	<i>911.5</i>
	<i>Flying boat - 2042.5</i>	<i>123.55</i>	<i>1107.5</i>
	<i>Land plane - 2195.5</i>	<i>123.45</i>	<i>954.5</i>

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <i>George W. Mojonnier 550 N. Grace St. Lombard, Illinois 60148</i>	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <i>A&P 1256813</i>
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6. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.

8-6-64 (Date repair and/or alteration completed) *George A. Bruce* (Signature of authorized individual)

6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)

Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is

APPROVED BY FAA Designee Manufacturer Canadian Department of Transport Inspector of Aircraft
 REJECTED FAA Flight Standards Inspector Repair Station Other (Specify)

8-6-64 (Date of approval or rejection) *George A. Bruce CE-CADD-3* (Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY FAA PERSONNEL

Forwarded for engineering comment See attached memorandum
 Accepted _____ (Date) Reinspected _____ (Date) Spot Checked _____ (Date)

(FAA designation number) _____
(Signature Flight Standards Inspector)

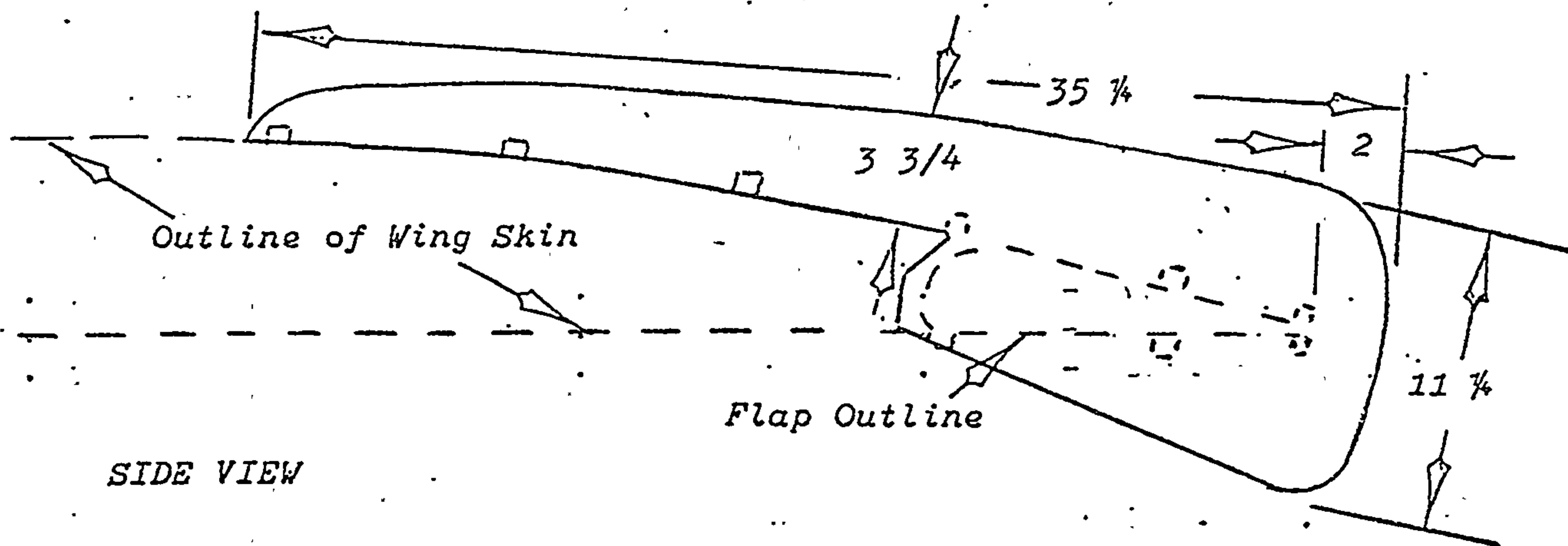
INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED.

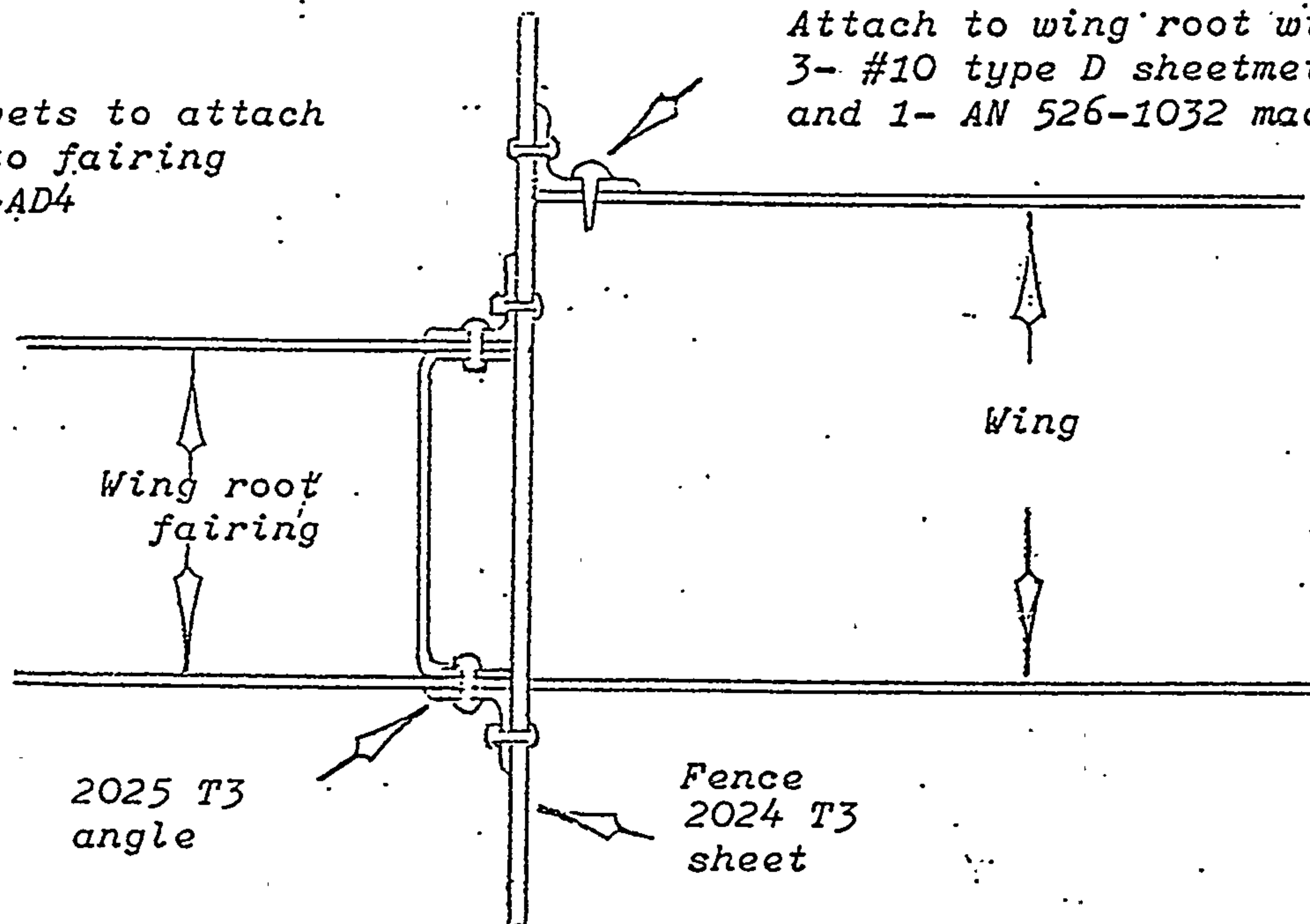
Wing root fences installed, extending from a point 2 inches aft of wing trailing edge, forward 35 1/4 inches over the top of the wing. Fences fabricated of .062 inch thick 2024 T3 aluminum, and attached to the fairing with 2024 T3 aluminum angle and AN 470-AD4 rivets as per sketch. All riveting in accordance with CAM 18.30-4 (e) (4) (II), (IV), (VI); 6 (f) (I), (a). Mating metal surfaces primed and painted before installation. Entire assembly painted to match aircraft after installation. New weight and balance computed.



SIDE VIEW

All rivets to attach fence to fairing AN 470-AD4

Attach to wing root with 3- #10 type D sheetmetal screws and 1- AN 526-1032 machine screws



SECTION THROUGH TYPICAL ATTACHMENT

If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

5 SHEETS: 3 Weight & Balance attached Report - 3C Pages 1, 2, 3.
2 Weight & Balance report Pages 6B & 7B