

 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 ASO-FSDO-19	
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 identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to a conformity inspection by a person authorized in FAR 43, section 43.7. date <u>NOV 13 1991</u> <u>Haakon E. Weiser</u> ASO-FSDO-19					
4. Unit Identification					
Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in item 1 above)				X
POWERPLANT					
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		A&P 267490854	
		<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		Signature of Authorized Individual			
March 10, 1992		<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 <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	<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.

B. Description of Work Accomplished

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

LANDING LIGHT/TAXI LIGHT INSTALLATION

Installation of Landing/Taxi Lights on a Republic RC-3 Seabee, N565CB, Serial #946. Installation is identical to that of the STOL Aircraft Corp. UC-1 Twin Bee. All dimensions are taken from a UC-1 as a basis for installation on a Republic RC-3 Seabee. Both the Twin Bee and Seabee have the same wing chord and dihedral. Installation includes:

- 1 - 100W GE #4509 12V Sealed Beam Landing Light
- 1 - 100W GE #4509 12V Sealed Beam Taxi Light
- 1 - Set of Brackets and Ribs for Installation
- 2 - Potter & Brumfield W31 Series Circuit Breaker Switches
- 30 - Feet of 2 conductor, 16 ga. Electrical Wiring

Fabrication of all components such as brackets, bulkheads, plexiglass, fairings and modification of wing skins are done in accordance with instructions given in AC65-15A, Chapter 5, Aircraft Structural Repairs, pages 158-160, Curved Flanged Parts, Figure 5-37, 5-38 and 5-39. Forming of plexiglass is as illustrated and described in AC65-15A, Chapter 5, Aircraft Structural Repairs, pages 215-217, Forming Plastics, Fabricating processes, Cutting and Drilling.

All work is done in accordance with AC43.13-1A, Chapter 2, Section 3, Paragraph 99 and electrical wiring as per AC43.13-1A, Chapter 11 Section 3, Paragraph 444 a, and Figure 11-7A using MIL-W-22759/1 Aircraft Approved electrical wire.

An electrical load analysis was conducted and the total electrical load is below 80 percent of generator capacity.

END

Additional Sheets Are Attached