

Form 1A-337
(1-3)

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form Approved.
Budget Bureau No. 41-R052.2

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)

(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE REPUBLIC	MODEL RC3	SERIAL NO. 946	NATIONALITY AND REGISTRATION MARK N 6669K
2. OWNER	NAME (First, middle, last) LAVIGNE & SMITH INC.		ADDRESS (Street and number, city, zone, and State) ELM ST. STRATFORD, CONN.	

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****			<input checked="" type="checkbox"/>	
b. PROPELLER BLADE OR HUB					
c. ENGINE					
INSTRUMENT	TYPE AND MANUFACTURER				

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.

AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds) 2213	EMPTY CENTER OF GRAVITY (Inches from datum)* 128.30	USEFUL LOAD (Pounds)* 937
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5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)

MANUFACTURER APPROVED REPAIR STATION NO. _____ (Specify) CERTIFIED MECHANIC

6. AGENCY	NAME Air REPAIR	ADDRESS (Street and number, city, zone, and State) STRATFORD, CONN.	DATE WORK ACCOMPLISHED Oct. 1, 1951
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7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)

RIGHT WING TIP RIB REPLACED, FACTORY PART #17 W2 1011-1R & RIGHT FLOAT STRUT FACT. PART # ALSO REPLACED. RIGHT FRONT STAB. SPAR REPAIRED IN ACCORD. WITH CAM 18.20-3(C)(5)(VIII)(e) REF. TO FIG. 3-25 TO 3-26 ALL RIVETING AS / CAM 18.20-3(e)(4)IV. (SEE OTHER SIDE)

FORWARDED FOR ENGINEERING APPROVAL

I CERTIFY that the above statements are true and correct to the best of my knowledge.

Robert R. Hellman 99E 1169387 Oct. 1, 1951
(Signature of supervising mechanic) (Certificate number and rating) (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	DESIGNEE'S SIGNATURE <u>H. J. Allen</u>	NO. 2396	DATE 10-1-51
	CAA AGENT SIGNATURE <u>[Signature]</u>	<input checked="" type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 10-22-51

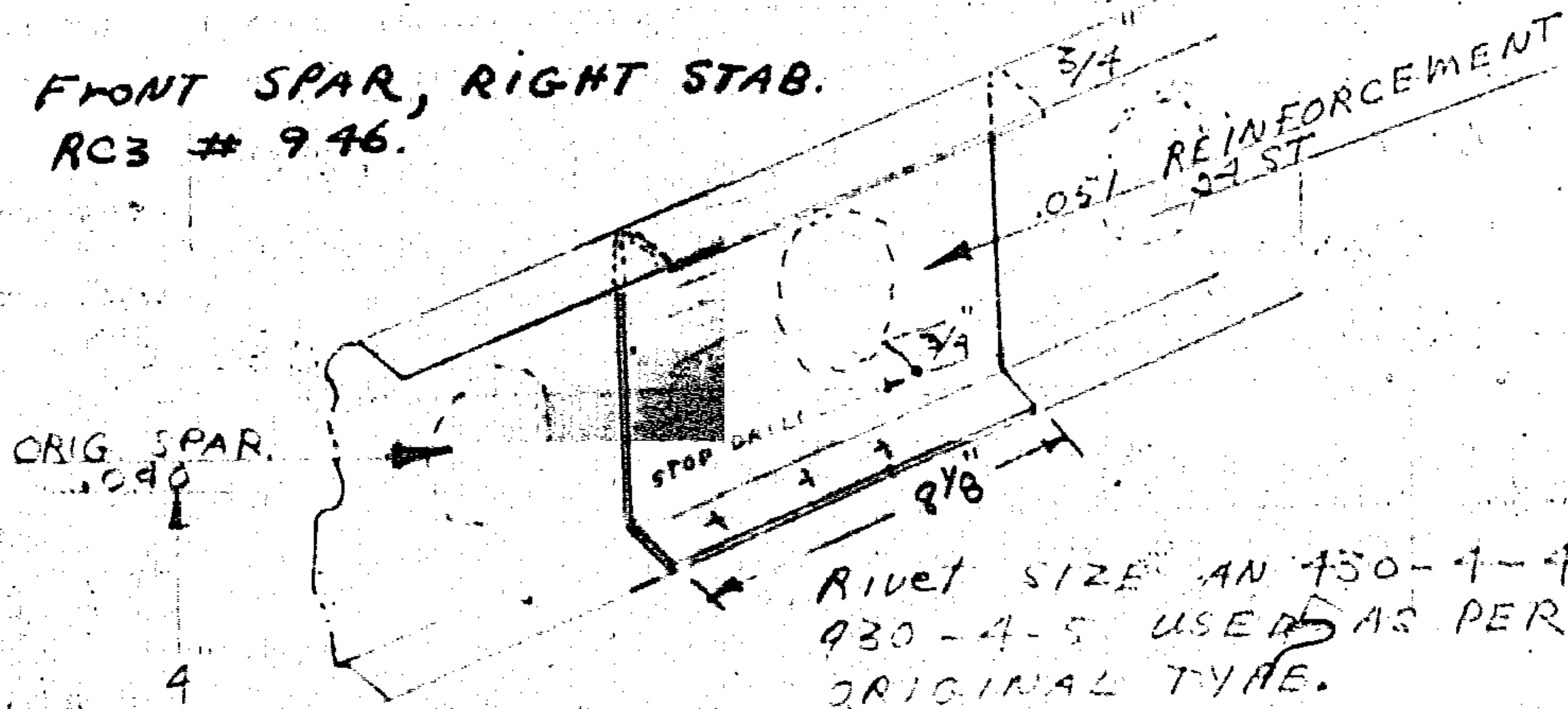
INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

DEC 10 2 18 PM '51
 RECEIVED
 CIVIL AVIATION SECTION

16-54010-2 U. S. GOVERNMENT PRINTING OFFICE

FRONT SPAR, RIGHT STAB.
 RC3 # 946.



Rivet size AN 450-1-4 9-930-4-5 USED AS PER ORIGINAL TYPE.

ALL RIVETING AS/ CAM 18 TAB.
 3-4 9 CAM 18.20-3(e)(1)(11)-
 18.20-3(e)(5)(11).

Robert R. Kellman
 9/E 1169387
 Oct. 1, 1951