



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

50 FS0017

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 TAUERNIER FL. 33070
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3. For FAA Use Only:

Detailed description of the repair and alteration made to the aircraft, including a list of parts replaced, repaired, or altered, and the FAA-approved repair station or manufacturer. This information is to be provided on the reverse side of this form or on separate sheets attached hereto.

4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	(As described in item 1 above)				
POWERPLANT	[Blank]				
PROPELLER	[Blank]				
APPLIANCE	Type	[Blank]			
	Manufacturer	[Blank]			

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
HENRY RUZAKOWSKI P.O. Box 497 TAUERNIER FL. 33070	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	A+P267490854
	<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 MARCH 15, 1998	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

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 3/15/98	Certificate or Designation No. 267490854	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.)

RUDDER DAMAGE REPAIR

Repaired rudder damage by replacing damaged area with corrugated Republic Aircraft skin from stock that matched damaged area. Rudder is assembled in two halves, lengthwise. Rudder was disassembled in accordance with AC43.13-1A, Chapter 2, Section 3, and Paragraph d. Damaged area was removed and skin stock was installed to both halves, in the damaged area. Repair done in accordance with AC43.13-1A, Chapter 2, Section 3, Paragraph 99-c, d and Figure 2.18 (A) and Paragraph 100-e (2) a, b, c.

Rudder spar was damaged at the upper hinge attach point. A doubler was installed inside of the spar and riveted together. The middle hinge fitting uses a small backing plate for added stiffness. This was removed and installed a .051 2024T3 backing plate that measures 4 ¾" X 7" in length. This backing plate is permanently riveted to the spar. All work was done in accordance with AC43.13-1A, Chapter 2, Section 3, Paragraph 99 c, d, Paragraph 100 g, (1) a, b and Figure 2.25.

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Additional Sheets Are Attached