

 U.S. Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (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/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.					
OCT 25 1991 <i>Haakon E. Weiso</i> ASO-FSDO-19 Date Signature of 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		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			
NOVEMBER 22, 1991		<i>Henry Ruzakowski</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 Flt. 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>Haakon E. Weiso</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 wide spray rails exactly as the spray rails under STC #SA3-30 except with the following changes:

- 1 - New spray rails will be of a one piece design instead of being spliced in two places,
- 2 - New spray rails will be riveted along the entire seam from sta. 56 to the step instead of holding the spray rails on by riveting tabs to the seam,
- 3 - Aft end of the spray rails will have a more rounded appearance,
- 4 - Spray rails will be as wide at the aft end (before the rounded edge) as it is at its widest point at the front, and,
- 5 - Outer edge of the spray rail will be bent downward approximately 5°.

Spray rail material is 6061-T6 .125. This is used in favor of 7075-T6 which is too hard and is susceptible to cracking under heavy water loads and 2024-T3 which is more susceptible to corrosion than the 6061-T6.

All work done in accordance with AC43.13-1A, Chapter 2 Paragraph 99 all original holes were picked up in new materials.

Additional Sheets Are Attached