



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

50F50017

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 <i>REPUBLIC AIRCRAFT</i>	Model <i>PRO3</i>
	Serial No. <i>946</i>	Nationality and Registration Mark <i>N565CB</i>

2. Owner	Name (As shown on registration certificate) <i>HENRY RUZAKOWSKI</i>	Address (As shown on registration certificate) <i>P.O. BOX 497 TAVERNIER, FL 33070</i>
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3. For FAA Use Only

REVERSE SIDE OF THIS FORM IS TO BE USED FOR MAJOR REPAIR AND ALTERATION REPORTS. THIS FORM IS TO BE USED FOR MAJOR REPAIR AND ALTERATION REPORTS.

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 <i>HENRY RUZAKOWSKI P.O. BOX 497 TAVERNIER, FL 33070</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	C. Certificate No. <i>AP267490354</i>
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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>3/15/98</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 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 <i>3/15/98</i>	Certificate or Designation No. <i>267490354</i>	Signature of Authorized Individual <i>[Signature]</i>
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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.)

WING TIP END RIB REPAIR

Wing tip end rib damage was repaired in accordance with AC43.13-1A, Chapter 2, Section 3 Paragraph 99 c and d, Paragraph 100 c and Figure 2.22 (c). Two doubler were installed, one on the upper section of the rib and one at the lower section of the rib.

Replaced damaged STCBee, Inc., Droop Wing Tip as per STC SA394NW with new unit. Attached as per STC Drawing 2-DT-2.

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Additional Sheets Are Attached