

FEDERAL AVIATION AGENCY

Form approved.
Budget Bureau No. 41-R032.4

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

1. AIRCRAFT	MAKE Downer Republic	MODEL RCS	SERIAL NO. 175	NATIONALITY AND REGISTRATION MARK N6005K
2. OWNER	NAME (First, middle, last) R. L. Briggs		ADDRESS (Street and number, city, zone and State) Route, 2 Box 425 Eugene, Oregon	
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.				
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)
				MAJOR REPAIR MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****			<input checked="" type="checkbox"/>
b. POWERPLANT				
c. PROPELLER				
d. APPLIANCE	TYPE AND MANUFACTURER			
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>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.</small>				
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
Normal Utility	2265.0	120.94	387.0 547.0	
5. CONFORMITY STATEMENT (Complete and check)				
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.
L. L. Davis 1300 N. 27th St. Springfield, Oregon		<input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		AAP 134303
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.				
5-3-62 (Date repair and/or alteration completed)				
<i>Lawrence L. Davis</i> (Signature of authorized individual)				
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)				
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator of the Federal Aviation Agency and is				
<input checked="" type="checkbox"/> APPROVED	BY	<input type="checkbox"/> FAA Designee	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft
<input type="checkbox"/> REJECTED		<input type="checkbox"/> FAA Flight Standards Inspector	<input type="checkbox"/> Repair Station	<input checked="" type="checkbox"/> Other (Specify) Auth. Insp.
5-3-62 (Date of approval or rejection)				
<i>Charles Wells</i> (Signature of authorized individual; title or identification number)				
A.C.U. JUN 2 1962 A.I.T.				
7. TO BE COMPLETED ONLY BY FAA PERSONNEL				
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum				
b. <input type="checkbox"/> Accepted (Date) <input type="checkbox"/> Reinspected (Date) <input checked="" type="checkbox"/> Spot Checked 5-11-62 (Date)				
WE-GADO-22 (FAA designation number)				
MAY 17 1962 <i>William B. Stutsch</i> (Signature Flight Standards Inspector)				

INSTRUCTIONS

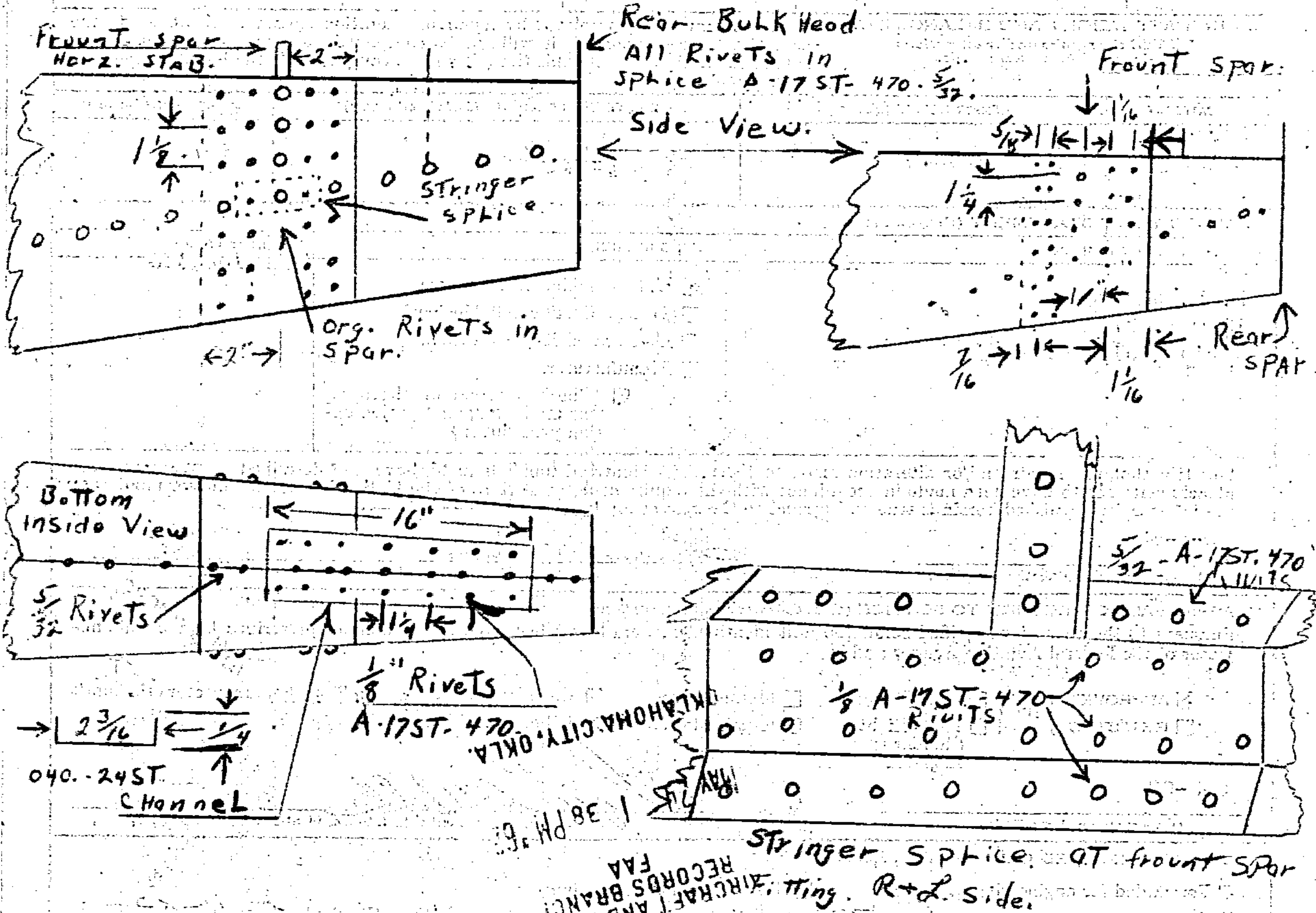
This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED:

Following Parts replaced with airworthy used parts

1. Vertical Fin.
2. Rear boom bulkhead (Rudder attachment).
3. Tail boom spliced at front spar of horizontal stabilizer.
4. New rudder.
5. Spliced stringers with original stringer material.
Reference CAM 18 Figure 4-14(A).
6. Removed Hartzel fiber propeller blades.
7. Installed Hartzel metal propeller blades, design #L8433H in hub
HC 12420 Serial #R434.
No weight change.



OKLAHOMA CITY, OKLA.
1:38 PM 11/29/85

Stringer Splice at front Spar
R+L side.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.