

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE REPUBLIC	MODEL FC-3	SERIAL NO. 384	NATIONALITY AND REGISTRATION MARK K 619K		
2. OWNER	NAME (First, middle, last) JAMES A. WILTBETH		ADDRESS (Street and number, city, zone and State) LEWISTON HEIGHTS LEWISTON, NEW YORK			
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) *****					X
b. POWERPLANT						
c. PROPELLER						
d. APPLIANCE	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.						
	CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*		
	Standard	2275	120.9	875 Normal		
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.	
MILITARY SERVICE P. O. BOX LEWISTON, NY 13090			<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.)		A 6 B-100245	
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.						
September 11, 1958 (Date repair and/or alteration completed)			R. A. Miller (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 and is						
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED		BY		<input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) <i>Professional Authorization</i>		
Sept 15 - 1958 (Date of approval or rejection)		Al Walker IAT 12121 (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum			ACU			
b. <input checked="" type="checkbox"/> Accepted 4-5-60 (Date)		<input type="checkbox"/> Reinspected _____ (Date)		<input type="checkbox"/> Spot Checked _____ (Date) 60		
NY-1-6 (CAA designation number)			Jack G. Smith (Signature Aviation Safety Agent)			

MAR 30 1960

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 CAA 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.

1. Modified spray rails and addition of 4 feet to the wing span per Miller Flying Service Instruction Sheet, dated Jan. 10, 1957; Brwgs. Detail No. 1, 2, 3, and 4 - Wing Extension. Modification Report F-10. All covered under Supplement T.C. #8A-3-30.
2. Supplement to airplane flight manual dated 4-19-57 attached to and made a part of flight manual dated 5-22-47.
3. Air Speed marked in accordance with above supplement.
4. New Weight and Balance computed as follows:

Item	Weight	Arm	Moment
Airplane	2220	121.4	269688.8
Wing Extensions	35	118.5	4147.
Spray Rails	20	67	1340
	<u>2275</u>	<u>120.9</u>	<u>275175.8</u>

New Empty C.G. 120.9
 New Empty Weight 2275
 New Useful Load 875 Normal
 New Useful Load 555 Utility

5. IT IS THE PILOT'S RESPONSIBILITY TO INSURE THAT THIS AIRCRAFT IS PROPERLY LOADED SO THAT IT DOES NOT EXCEED THE C.G. LIMITS OR MAXIMUM WEIGHT FOR WHICH IT IS CERTIFICATED. SEE C.A.A. APPROVED FLIGHT MANUAL FOR DATA LIMITS.

SERIAL NO. 384

*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.

CONTINUATION OF FORM 357 DATED September 11, 1958

REPUBLIC RD-3 SERIAL NO. 58A REGISTRATION NO. N 6193 K

WEIGHT AND BALANCE EXTREMES

NORMAL CATEGORY

	Most Forward C.G.			Most Aft C.G.		
	Weight	Arm	Moment	Weight	Arm	Moment
Weight Empty	2275	120.9	275175.8	2275	120.9	275175.8
Pilot	170	62	10540	170	62	10540
Passengers-Front	170	62	10540			
Passengers-Rear	340	96	32640			
Oil	22.5	136	3060	22.5	136	3060
Fuel Min. 17.9 gal.	107.4	116	12458	107.4	116	12458
Wheels Up Difference						2900
Added Ballast				56	62	3472
Baggage				200	118	23600
TOTAL	3084.9	111.6	344413.8	3629.9	116.9	351205.8

Approved Forward C.G. Limit 111.5 inches aft of datum
 Approved Aft C.G. Limit 117.0 inches aft of datum

SERIAL NO. 58A