

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		Form Approved Budget Bureau No. 04-R060.1 FOR FAA USE ONLY			
<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		OFFICE IDENTIFICATION SW-EMDO-2-042			
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.					
1. AIRCRAFT	MAKE <b>REPUBLIC</b>	MODEL <b>RC-3</b>	NATIONALITY AND REGISTRATION MARK <b>N6230K</b>		
	SERIAL NO. <b>433</b>	ADDRESS (As shown on registration certificate) <b>P.O. Box 57 Horgan, Texas 76671</b>			
2. OWNER	NAME (As shown on registration certificate) <b>Bosque Enterprises Inc.</b>				
3. FOR FAA USE ONLY					
The data/alteration identified herein complied with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7. Date: <u>12/16/80</u> W. O. Newsall FAA Inspector SW-EMDO-2-042					
4. UNIT IDENTIFICATION			5. TYPE		
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				<b>X</b>
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
<b>Richard W. Newsall 4008 Cumberland Haco, Texas 76707</b>		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		<b>1961756</b>	
		<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: <b>Dec. 16, 1980</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard W. Newsall</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	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION <b>12-16-80</b>		CERTIFICATE OR DESIGNATION NO. <b>1961756IA</b>		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Richard W. Newsall</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.)

Removed 12 volt battery and all electrical wiring, circuit breakers, and switches. Installed 24 volt battery, Gill p/n PS12-9 in same location as the one removed. Routed new wires identical to old ones. Marked wires per A.C. 43.131a, chpt. 11. Wire size selected per electrical wire chart, fig. 11.7 and 11.7a of chpt. 11 of A.C. 43.13. Used all Wood Electric Corp. Circuit breakers which conform to MS 25244 series. Circuit breaker values determined from A.C. 43.13-1a chpt.11. Switches are MS 35058 series. Breakers and switches are mounted in the instrument panel and marked **XX** for identification and selection. Electrical load analysis calculated and found not to exceed 80% of the 50 amp. alternator. All systems were checked, and found to be operating correctly.

Installed new instrument panel. The panel riveted to existing structure using existing pattern and size of fasteners. The flight instruments panel is shock mounted. Panels were supplied by Simuflight Seattle. The panels were installed in accordance with drawings supplied by Simuflight and A.C. 43.13-1a.

Installed Cessna 177 Cardinal seats and seat tracks (front seats only). Cessna seat p/n's Pilot-1715002-1, Co-pilot-1715004-1. Seat track riveted to floor using existing hole size and pattern **MM** on track. One row of rivets on each track picks up a flange on the underside of floor, of an existing hat section. The other row is riveted to the floor skin. There are 34 rivets in each track. There are 2 tracks per seat. All are An470Ad-4 rivets with the exception of one row on each outboard track, which are Cr3243-4 Cherry-Max rivets. The seat belt attachments were originally at the aircraft structure and remains unchanged. New seat belts were installed with positive metal to metal latching mechanisms.

Installed Piper model 69041-05 heated pitot/static head using installation hardware and instructions supplied with kit. Location of head is per **XX** Simuflight Seattle ADCN (Advance Drawing Change Notice). This pitot head installation was previously done on a Republic Model RC-3 in Seattle, Washington, and test flown with a boom and calibrated instrument by FAA personnel in Seattle Wash., and found satisfactory at the location as specified by the ADCN.

The Weight and balance data was unchanged, due to the fact that there was no appreciable difference before and after the above installations.

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ADDITIONAL SHEETS ARE ATTACHED