



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  
**ASO-FSDO-15**

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).

<b>1. Aircraft</b>	Make <b>REPUBLIC</b>	Model <b>RC-3</b>
	Serial No. <b>443</b>	Nationality and Registration Mark <b>N6240k</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>HARLAN ASSOCIATES OF SPRUCE CREEK</b>	Address (As shown on registration certificate) <b>3511 SILVERSIDE RD STE 105 WILMINGTON, DE 19810-4902</b>

### 3. For FAA Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				XX
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
<b>HARVEY BARNETT 6160 SABAL POINT CIRCLE PORT ORANGE, FL 32124</b>	<input checked="" type="checkbox"/> U.S. Certified Mechanic	<b>A&amp;P 130210 1302210</b>
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified 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>5/11/99</b>	Signature of Authorized Individual 
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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

<b>BY</b>	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 <b>5/11/99</b>		Certificate or Designation No. <b>IA130210 1302210</b>	Signature of Authorized Individual 			

**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.)*

INSTALL INTERAV INC. ALTERNATOR KIT #015-01236 AS PER  
INSTRUCTIONS CONTAINED IN STC SA334SW REVISION 16 DATED  
JULY 20, 1981, ALSO USING WIRING DRAWING #65-113

END

Additional Sheets Are Attached

Report 65-113

United States of America  
Department of Transportation—Federal Aviation Administration  
**Supplemental Type Certificate**

Number SA334SW

This certificate, issued to InterAv, Inc.  
P. O. Box 16714  
100 E. Nakoha  
San Antonio, Texas 78216

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified herein meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product—Type Certificate Number: See Limitations and Conditions  
Make: See Limitations and Conditions  
Model: See Limitations and Conditions

Description of Type Design Change: Installation of InterAv Alternator in accordance with Report 65-113, Revision G dated 5/11/81, or later FAA or FAA DER approved revisions.

*Limitations and Conditions:*

See attached Eligibility List dated July 20, 1981, FAA approved, for original type certificate numbers, makes, and models.

Compatibility of this modification with other previously approved modifications must be determined by the installer.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, annulled, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: January 8, 1964

Date of issuance: February 3, 1964

7/27/64; 10/8/64; 12/8/64;  
3/26/65; 9/16/65; 11/24/65;  
1/19/66; 3/18/66; 5/3/66; 10/21/66; 9/15/75;  
4/6/76; 11/22/77; 5/17/79; 5/4/81; 7/20/81  
Not amended. Revision 16

By direction of the Administrator



Don P. Watson  
Chief, Engineering and Manufacturing Branch

(Signature)

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA Form 8110-2 (11-68)

This certificate may be transferred in accordance with FAR 21.47.

(11/22/2011)

All of the above  
information is for  
your information  
and is not to be  
used for any other  
purpose.

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Super PA-24-250 Belt Recommendations; Gates Belt P/N's 575TG (31"), 353 (31-1/8") or 8242 (32-1/8").

TC SA3345W was originally approved for installation on those aircraft listed on Page 2 using the "narrow deck" Lycoming engines. Later versions of some aircraft will have the "wide deck" Lycoming engine installed. For these engines the standard Mounting Bar Assy. in the kit is replaced by Lycoming brackets which bolt directly to the engine case. The Alternator requires a special extended pulley and belt. Installation must be accomplished in accordance with Drawing No. A-181.

## SECTION V

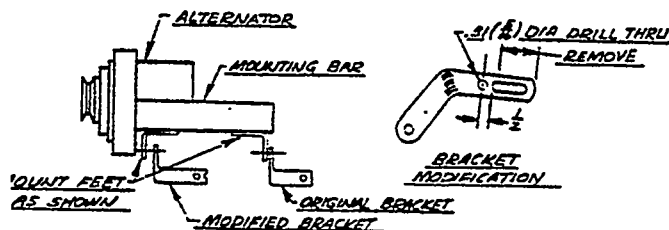
### ALTERNATOR INSTALLATION

Downer (Republic) RC-3 / SEABEE / Franklin 6A8-215

As an illustration of one method of mounting the Alternator. Other methods may be employed at the discretion of the installing agency, provided that installation conforms with instructions outlined in Report 65-113 (single engine).

In order to properly align the alternator belt it will be necessary to modify the existing front generator steel mounting bracket by drilling one 5/16" hole 2" ahead of the slot. Cut the slotted end off and reinstall the bracket on the engine, using the same cap screw.

Secure the Alternator feet on the Alternator mounting bar and install the bar on the front side of the original generator brackets, using the original bolts, as shown on the sketch.



Report 65-113

3. The generator belt tension adjustment bar is turned upward and attached to the threaded hole in the Alternator, nearest the engine case. It may be necessary to add washers to the lower end of the bar in order to align the bar with the Alternator. In the event your belt adjustment bar is the long type, drill a new hole in the bar per sketch and cut off excess material. Use Franklin P/N 14883 or Goodyear 5L380 belt.

