

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

Form approved.  
Budget Bureau No. 41-R082.4

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

1. AIRCRAFT	MAKE Republic	MODEL RC-3	SERIAL NO. 443	NATIONALITY AND REGISTRATION MARK N6240K
2. OWNER	NAME (First, middle, last) Wayne C. Morey		ADDRESS (Street and number, city, zone and State) Monticello Minnesota	

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)*
Normal	2212.5	121.1	937.5
Utility	2212.5 Most forward C.G.	121.1 111.7	597.5

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS Nicholas Flynn Pierce Airport Anoka, Minnesota	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. IA384690
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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.

6-20-59

(Date repair and/or alteration completed)

*Nicholas Flynn*  
(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

APPROVED } BY {  CAA Designee  Manufacturer  Canadian Department of Transport Inspector of Aircraft  
 REJECTED }  CAA Aviation Safety Agent  Repair Station  Other (Specify) Inspection Authorization

6-20-59

(Date of approval or rejection)

*Nicholas Flynn* 384690  
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

Forwarded for engineering comment  See attached memorandum

Accepted (Date) 6-23-59  Reinspected (Date)  Spot Checked (Date)

Reg. 8 KC  
ASDO 14  
(CAA designation number)

*James H. Smith*  
(Signature Aviation Safety Agent)

7-17-59

**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.

**6. DESCRIPTION OF WORK ACCOMPLISHED.**

Installed spill splates tips kit according to drawing number AK2999W3.  
 J.F. Hamilton. Approved by Supplemental Type Certificate Number SA 3-28.  
 Added weight 23.5 pounds.

Aircraft	2189.0	121.17	265171.13
Added wt.	23.5	126.6	2975.10
N.E.W.	<u>2212.5</u>		<u>268146.26</u>

$268146.26 + 2212.5 = 121.1$  N.E.C.G.

Most forward C.G.			
Aircraft	2212.5	121.1	268146.26
Pilot	170	62	10540
Passenger-front	170	62	10540
Passenger-rear two	340	96	32640
Oil	22.1	136	3006
Fuel Min. 17.9 gallons	107.4	116	12458
Added weight	23.5		126.6
	<u>3045.5</u>		<u>340313.71</u>

Most forward C.G. limit is  $\neq$  111.5 to  $\neq$  118.3

$340313.71 + 3045.5 = 111.7$  most forward C.G.

\*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.