U.S 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
SO-FSDO-19

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 1958)

1. Aircraft	Make REPUBLIC	Model RC-3
	Serial No. 443	Nationality and Registration Mark N6240K
2. Owner	Name *(As shown on registration certificate)* HARLAN ASSOCIATES OF SPRUCE CREEK, INC.	Address *(As shown on registration certificate)* 3511 SILVERSIDE ROAD WILMINGTON, DE 19810

3. For FAA Use Only

The repair identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7.

12-14-00
Date

Signature of FAA Inspector

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

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
HENRY RUZAKOWSKI P.O. BOX 497 TAVERNIER, FL 33070	☒ U.S. Certified Mechanic ☐ Foreign Certified Mechanic ☐ Certified Repair Station ☐ Manufacturer	AP267490854

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	Signature of Authorized Individual
DECEMBER 19, 2000	HENRY RUZAKOWSKI

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

BY						
☐	FAA Flt Standards Inspector	☐	Manufacturer	☒	Inspection Authorization	Other *(Specify)*
☐	FAA Designee	☐	Repair Station	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
12/21/00	AP267490854IA	HENRY RUZAKOWSKI

FAA Form 337 (12-88)

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.)

Installation of wide Spray Rails on a Republic RC-3 Seabee, N6240K, S/N 443 is similar to the spray rails approved under STC SA3-30 except with the following changes:

1 - New Spray Rails will be of one (1) piece design,

2 - New Spray Rails will be riveted along the entire seam from sta. 14 to the step.

3 - Aft end of the Spray Rail will have a more rounded appearance

4 - Spray Rails will be as wide at the aft end (before the rounded edge) as it is at its widest point at the front, and,

5 - Outer edge of the Spray Rail will have a downward bend of 20 degrees.

6 - Original step rail riveted to the chine from sta. 53 to sta. 95.5 (this was used as a step to enter and exit the aircraft) is no longer needed and has been replaced by the new Spray Rails (which also is used as a step to enter and exit the aircraft).

Spray Rail material is 6061T6 .125. All riveting done in accordance with AC43.13-1B, Chapter4, Section 4, Paragraph 4-57 (b, c). All original holes on the chine were backdrilled onto the new Spray Rail. Chem-Seal CS3204-2B was used between the seams to insure a watertight barrier.

This modification is similar to that of Spray Rails installed and Approved on a Republic RC-3 Seabee, N565CB, S/N 946. See FAA Form 337 dated March 17, 1992.

Weight change was verified by weighing each individual spray rail prior to installation and weighing the removed step spray rail, the difference is:

Reomved left and righ side Step Rails -12 lbs @Sta. 93.5, installed new Spray Rails +24 lbs @Sta. 95.5. This change in weight has been entered in the permanent aircraft records and a new weight and balance was calculated.

END

☒ Additional Sheets Are Attached

U.S.GPO:1989-0-663-171

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
SO-FSDO-19

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).

1. Aircraft	Make: REPUBLIC	Model: RC-3
	Serial No.: 946	Nationality and Registration Mark: U.S.A. N565CB
2. Owner	Name *(As shown on registration certificate)*: HENRY RUZAKOWSKI	Address *(As shown on registration certificate)*: P.O. BOX 497 TAVERNIER, FL. 33070

3. For FAA Use Only

The data/alteration identified herein complies with the applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43, section 43.7.

OCT 25 1991 — Date

Haakon E. Weise — Signature of FAA Inspector

ASO-FSDO-19

4. Unit Identification / **5. Type**

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	*(As described in Item 1 above)*				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type / Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
HENRY RUZAKOWSKI P.O. BOX 497 TAVERNIER, FL. 33070	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	A&P 267490854

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	Signature of Authorized Individual
NOVEMBER 22, 1991	Henry Ruzakowski

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

BY						
	FAA Flt. Standards Inspector		Manufacturer	X	Inspection Authorization	Other *(Specify)*
	FAA Designee		Repair Station		Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
17 MARCH 92	265530560	Robert M. Lewis

FAA Form 337 (12-88)

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.)

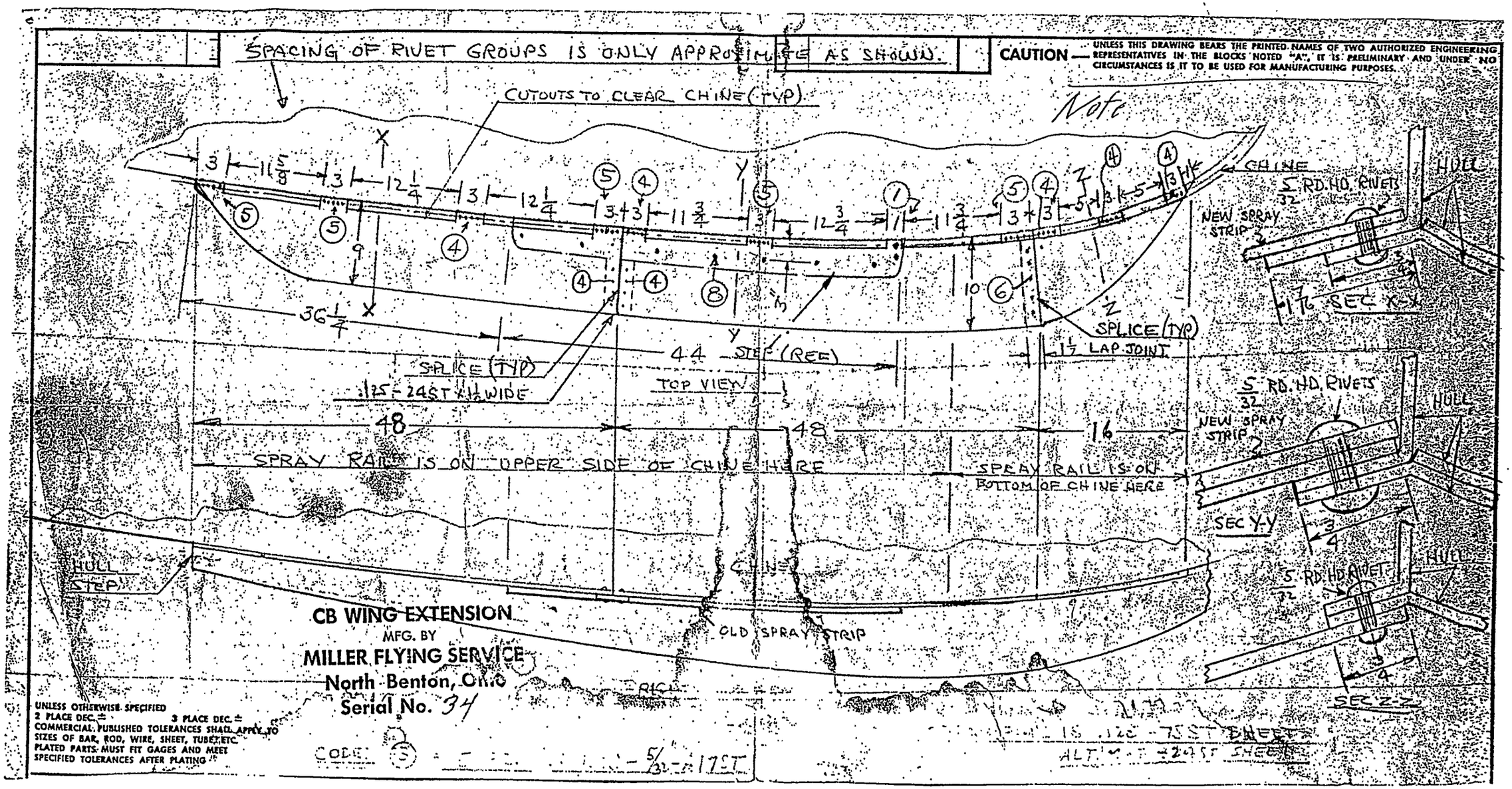
Installation of wide spray rails exactly as the spray rails under STC #SA3-30 except with the following changes:

1 - New spray rails will be of a one piece design instead of being spliced in two places,
2 - New spray rails will be riveted along the entire seam from sta. 56 to the step instead of holding the spray rails on by riveting tabs to the seam,
3 - Aft end of the spray rails will have a more rounded Appearance,
4 - Spray rails will be as wide at the aft end (before the rounded edge) as it is at its widest point at the front, and,
5 - Outer edge of the spray rail will be bent downward approximately 5°.

Spray rail material is 6061-T6 .125. This is used in favor of 7075-T6 which is too hard and is susceptible to cracking under heavy water loads and 2024-T3 which is more susceptible to corrosion than the 6061-T6.

All work done in accordance with AC43.13-1A, Chapter 2 Paragraph 99 all original holes were picked up in new materials.

☐ Additional Sheets Are Attached


SPACING OF RIVET GROUPS IS ONLY APPROXIMATE AS SHOWN.
CAUTION — UNLESS THIS DRAWING BEARS THE PRINTED NAMES OF TWO AUTHORIZED ENGINEERING REPRESENTATIVES IN THE BLOCKS NOTED "A", IT IS PRELIMINARY AND UNDER NO CIRCUMSTANCES IS IT TO BE USED FOR MANUFACTURING PURPOSES.
CUTOUTS TO CLEAR CHINE (TYP)
Note
3 — 11 5/8 — 3 — 12 1/4 — 3 — 12 1/4 — 3+3 — 11 3/4 — 3 — 12 3/4 — 11 — 11 3/4 — 3+3 — 5 — 3 — 5
36 1/4
44 SEE (REF)
SPLICE (TYP)
.125 - 24ST x 1 1/2 WIDE
TOP VIEW
48
48
16
SPRAY RAIL IS ON UPPER SIDE OF CHINE HERE
SPRAY RAIL IS ON BOTTOM OF CHINE HERE
SPLICE (TYP)
1 1/2 LAP JOINT
CHINE
5/32 RD. HD. RIVETS
NEW SPRAY STRIP
HULL
SEC X-X
SEC Y-Y
SEC Z-Z
HULL STEP
CHINE
OLD SPRAY STRIP
CB WING EXTENSION
MFG. BY
MILLER FLYING SERVICE
North Benton, Ohio
Serial No. 34
UNLESS OTHERWISE SPECIFIED
2 PLACE DEC. ±
3 PLACE DEC. ±
COMMERCIAL PUBLISHED TOLERANCES SHALL APPLY TO SIZES OF BAR, ROD, WIRE, SHEET, TUBE, ETC.
PLATED PARTS MUST FIT GAGES AND MEET SPECIFIED TOLERANCES AFTER PLATING
CODE (5)
5/32 - 17ST
ALT. - 24ST SHEET