



# MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No. 2120-0020

**For FAA Use Only**

Office Identification

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 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 Seabee</b>
	Serial No. <b>462</b>	Nationality and Registration Mark <b>N6255k</b>
<b>2. Owner</b>	Name (As shown on registration certificate) <b>Robert A. Gould</b>	Address (As shown on registration certificate) <b>44-365 Kaneohe Bay Drive Kaneohe, HI 96744-2664</b>

~~The DATA on this form complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.7~~

**For FAA Use Only**

*Edward Variaz*      Date 3/21/01  
Edward Variaz      WF-HNL PEDO

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.
<b>Denis Balczeniak</b> <b>322 Aoloa Street #1708</b> <b>Kailua, HI 96734</b>	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	<b>A&amp;P 332400733</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>26 January, 2001</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			
<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED			
BY	FAA Flt. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group
Date of Approval or Rejection <b>22 February, 2001</b>		Certificate or Designation No. <b>AI 332400733</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.)*

Republic RC-3 Seabee S/N 462 N6255K, Time in service 769.2 22 February, 2001

1. Removed original fuel pressure gauge and sender.
2. Provided cut out in instrument panel reference drawing #1 for installation.
3. Installed Westberg Mfg. Inc. fuel pressure measuring system consisting of 2A8-8-TSO Fuel Pressure Instrument S/N 13336 and 387-14 pressure transducer S/N 13336 in accordance with manufacturer's Installation instructions Form #177-86T and standard practices AC 43.13-2A Chapter 11 para 211 - 214,
4. Electrical load analysis per preliminary load analysis, reference Figure 1. Ammeter marked and placarded for maximum load per AC 43.13-1B, Chapter 11, Section 3, para 11-36.
5. Circuit breaker installed in circuit breaker panel and wired in accordance with manufacturer's installation instructions and standard practices AC 43.13-2A Chapter 2 para 27. Reference wiring diagram, drawing #2 for detail. Circuit breaker labeled "Engine Inst."
6. Weight and balance data: no significant change in weight and balance from original Installation. This data to be incorporated into equipment list. Aircraft to be weighed before return to service.
9. Functional checked and calibrated per Westberg Mfg., Inc. manufacturer's Installation instructions Form #177-86T dated 2/90.

Instructions for Continued Airworthiness.

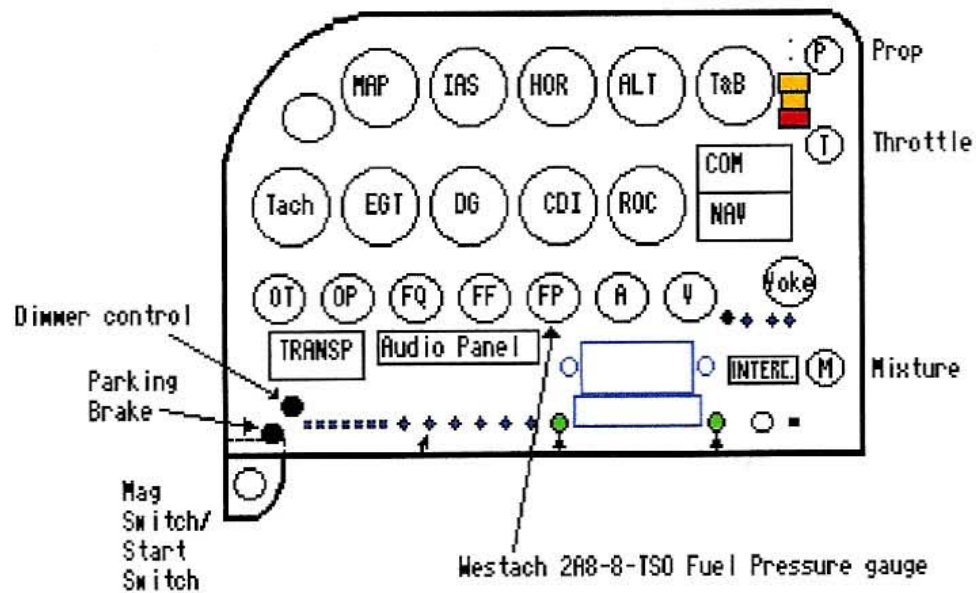
1. Interval: Every annual inspection.
2. Scope: Visually inspect installation for any evidence of deterioration or distress. Check operation per Westberg Mfg., Inc. instructions form 177-86, dated 2/90.

----- Last Item -----

Additional Sheets Are Attached (3)

# Drawing #1

## Instrument Panel 6255K



# Drawing #2

Westberg Mfg. Inc.

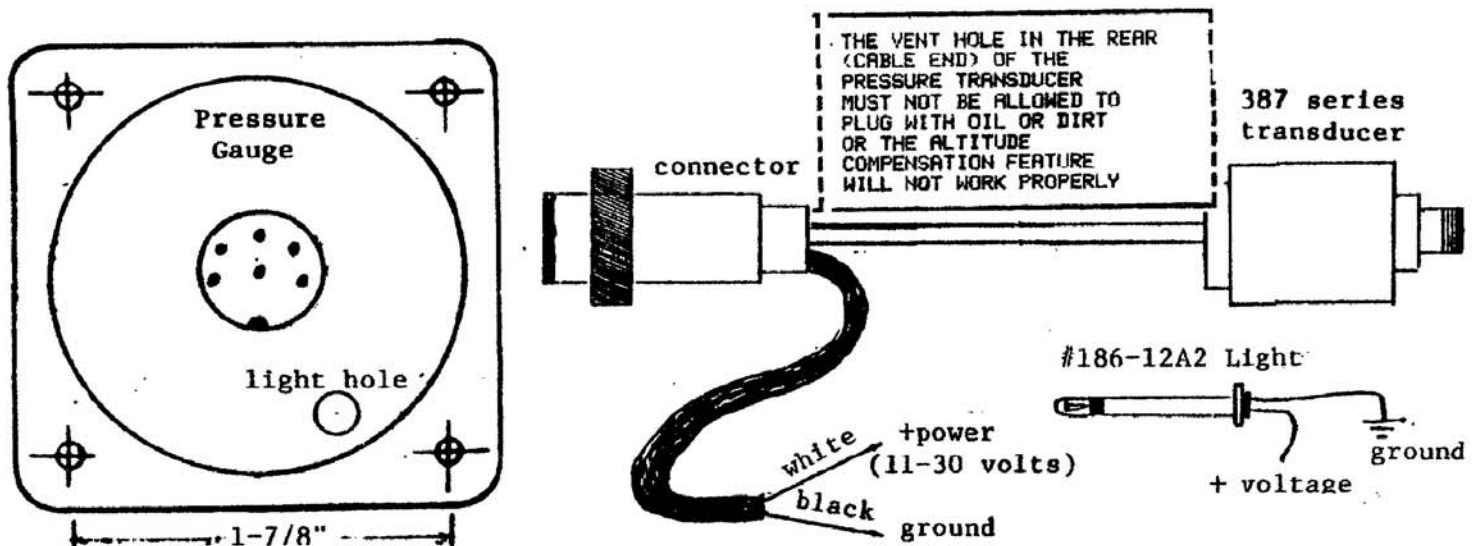
3400 Westach Way,  
Phone (707) 938-2121

Sonoma

Calif,

95476-9710

## K37 Fuel pressure Gauge System Instructions



Mount the instrument in 2-1/4 in. hole for behind panel mount (2-1/16 hole for front panel mount) in convenient operating place. Use diagram for mounting template. Plug transducer connector into gauge. Tighten safety ring (Hand tighten only !) Connect the white and black wires as shown. Connect the white wire to + voltage. Connect the black wire to GOOD GROUND. Install the pressure transducer at output side of fuel pump.

### LIGHTED INSTRUMENT:

1. Remove light hole cover.
2. Insert light ( #186-12A2 for 7-12 volt op/use #329-24 for 13-30 volt op.)
3. For on-off control, wire one lead to ground, other lead to ignition switch (light dimmer)
4. For continuous operation, wire one lead to ground, other lead to bat. +
5. Ground light wire separately from instrument ground.

Route wires away from hot manifold and pipes. Support wires every 12 - 15 inches. Use grommets when going through metal.

Westach instruments are made with the highest quality material and workmanship. With reasonable care, instruments should give long and satisfactory service. Westach instruments are guaranteed against defective material and workmanship for 1 year of service or 18 months from manufacturing date. WARRANTY repair- No charge will be made for labor and material used on repairs on units covered by our warranty. \$5.00 for handling must accompany unit. Pack carefully. Our obligation is limited to correct and return instruments prepaid and covers no liability for damage from shipment, improper installation, rough handling or if opened UNDER NO CIRCUMSTANCES WILL WESTBERG MFG. INC. REIMBURSE CUSTOMER FOR COSTS INCURRED IN REMOVING AND/OR REINSTALLING REPLACEMENT PARTS. The manufacturer reserves the right to make changes in price at any time

FORM #177-86T 2/90

FIGURE 1

Preliminary Load Analysis

Equipment		Amps
Transponder		0.75
Encoder		0.18
Nav		0.32
CDI		0.60
Com	(Peak Transmit)	2.50
Audio Panel	(Peak)	1.70
Intercom		0.25
EGT Gauge		0.98
Fuel Flow		0.10
Digital Tach		0.20
Gear Warning		0.30
Pulse Light		0.02
Horizon		0.92
DG		0.92
Turn Coordinator		0.50
Instrument Lighting		1.50
Landing Lights	(Intermittent) - (in pulse mode)	7.00
Strobe Lights		7.00
Nav Lights		1.83
Fuel Boost Pump	(Intermittent) <	5.00
Entertainment System	(Peak) <	3.00
Engine Instruments		0.20
Bilge Pumps	(Intermittent-total worst case all 3) <	4.83
Interior light	(Normally not used in flight)	0.67
Anchor light	(Normally not used in flight)	0.61
Total Load, Maximum Possible Intermittent	<	51.88
Normal Total Intermittent Load	<	45.77
Normal Load	<	34.27
Alternator Output, Continuous Rated		50.00
Normal Load as percentage of Alternator output		68.54%
Normal Total Intermittent Load (as percentage of Alternator output)		93.54%
(Inflight, without bilge pumps, interior light, or anchor light)		
Max Intermittent Load as percentage of Alt output		103.76%

Ammeter placarded to indicate max continuous alternator output per AC 43.13-1A Section 2 para 426. Placard to read:  
MONITOR LOAD - DO NOT EXCEED 50 AMPS