



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

FAA FSDO
6-0-91

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. 477	Nationality and Registration Mark N6267K
2. Owner	Name (As shown on registration certificate) Cy Heatherington	Address (As shown on registration certificate) Manley Hot Springs, AK 99756

3. For FAA Use Only

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

9-27-96 *[Signature]*
Date Signature of FAA Inspector AAL-FSDO-01

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	Lycoming	TIO540-A2C	RL-281-61		X
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address John R. Greeff P.O. Box 862 Yelm, WA 98597	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	C. Certificate No. A&P #1449887
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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 12-19-95	Signature of Authorized Individual <i>[Signature]</i>
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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

BY	FAA Fit. 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 10-28-96	Certificate or Designation No. 539365551	Signature of Authorized Individual <i>[Signature]</i>
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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.)

Installed an Oberg 600 Series oil filter in accordance with Aviation Development Corporation drawing #10951012 and instructions in STC #SA4172NW (Cessna 150, 152, 170, 172, 180, 182, 185, 210 and T210). The filter assembly was located in front of the turbo charger on the rear wall of the cabin on a piece of .060" 2024T-3 hat section. The hat section is bolted through the rear cabin and a doubler plate made of 2024T-3 .125" aluminum. The filter is bolted to the hat section bracket with four (4) AN4-4A bolts, four (4) AN960-4 washers, and four (4) AN365-428 nuts.

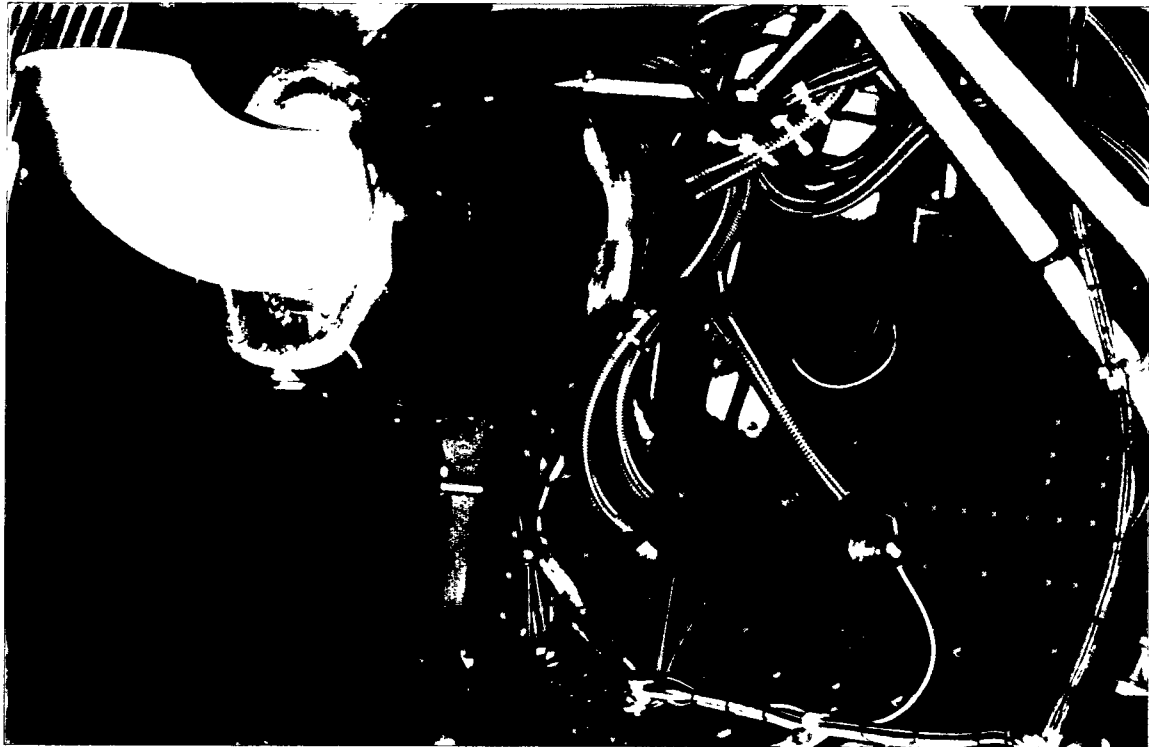
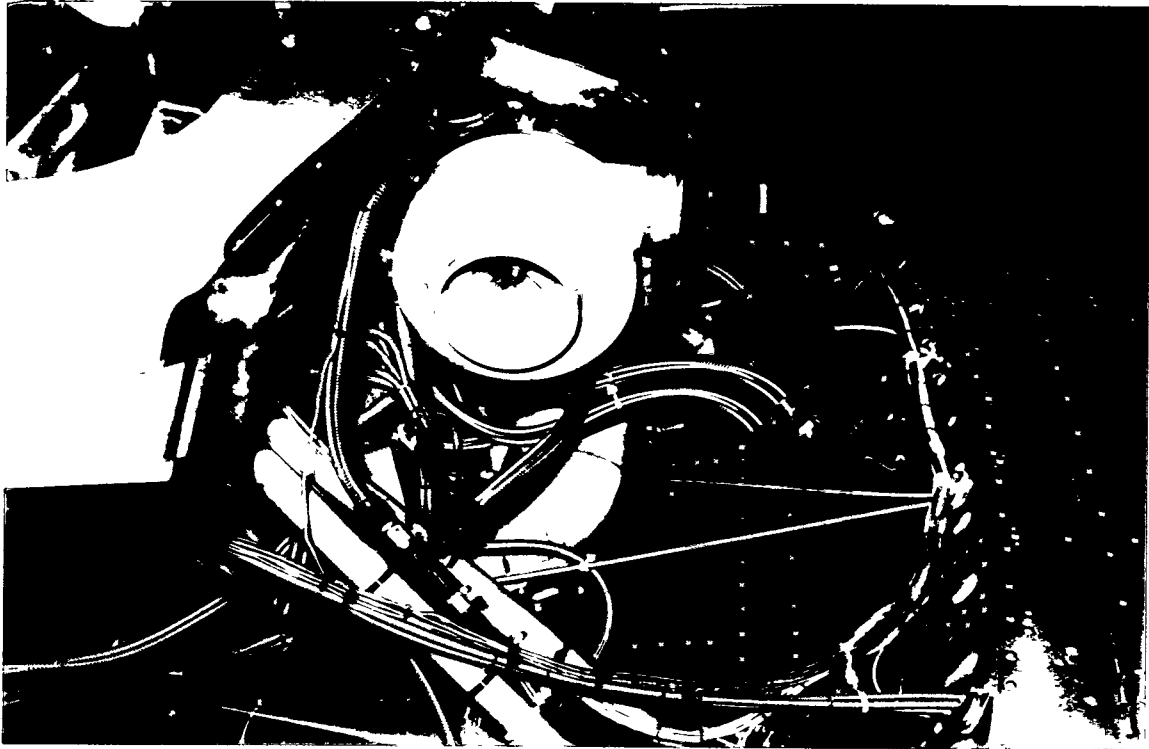
Oil flow is from the oil pump to the filter to the oil cooler and then to engine oil system.

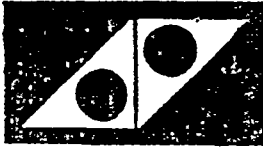
All work was performed in accordance with AC43.13-1A/1B, Change 3, revised 1988, Chapter 5, Section 1, Paragraphs 227 and 230-233; Chapter 10; and Chapter 13, Paragraph 659.

Weight and balance computed after alteration
-- Nothing Follows --

Additional Sheets Are Attached

N6267K





AVIATION
DEVELOPMENT
CORPORATION

___Helpful Hints for installing the ADC Oil Filter.___

1. Attach filter bracket to filter and then mount complete assy. to firewall.
2. Attach wire to caution light sensor switch before filter assy. is mounted to firewall. Be sure to hold slotted stud in center of switch with screw driver because switch is preset and stud must be prevented from turning so setting does not change.
3. Before installing filter adapter in oil screen housing on Continental engines, clean out cavity in housing so dirt can not circulate through engine on initial start up.
4. To prevent damage to inside of oil hoses, always use mandrel to assemble fittings to hose ends.
5. Always use correct torque values (120 in.lbs.) on filter nuts, never overtorque.
6. When filter screen is inspected for the first time after installing filter and contaminants are on back side (switch side) of screen, oil hoses have been incorrectly installed and by-pass can not work, reverse hoses.

If you should need any help installing your filter, please give us a call and we will assist you in any way possible.

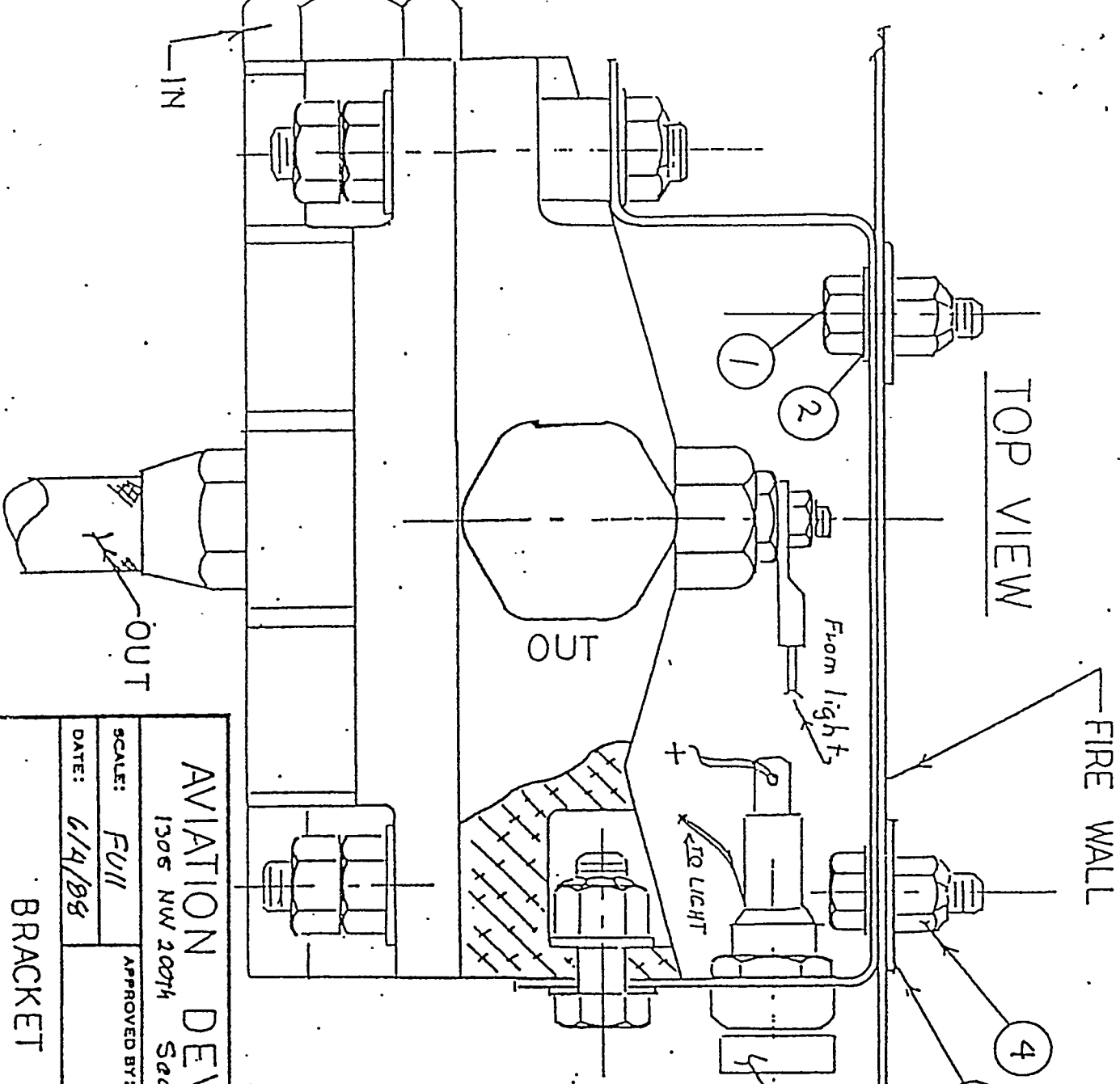
Report No: I 001-2
Date: 11-27-87
Revised: 8-10-89
Revision: A

Aviation Development Corporation
1305 NW 200th Street
Seattle, Washington 98177
(206) 546-3011

Instructions for the installation of the ADC-OBERG Oil Filter
on Cessna 180-182 and 185 Models.

1. Locate filter on firewall:
 - a) Refer to drawing 10801021 or 10801025 if a float plane type engine mount is installed, to locate bracket, P/N 600111-1 on firewall.
 - b) Using bracket as template, drill 4 $\frac{1}{4}$ " holes in firewall, see drawing 10801021 or 10801025.
2. Bolt bracket to filter, see drawing 6000500.
3. Bolt bracket with filter attached to firewall, drawing 10801023.
4. Caution Light:
 - a) Install fuse holder P/N 600118 in top hole in side of bracket.
 - b) Locate and drill a $\frac{1}{2}$ " hole at location shown in drawing 10801022.
 - c) Install caution light P/N 600117 and wire as per drawing 6000310.
5. Remove oil screen assembly from engine or if engine has a spin-on filter, remove spin-on adaptor. Install adaptor P/N 700111 in oil screen housing using a new crush gasket. Torque to ~~45-50~~ ³⁰⁻³⁵ ft.lbs. and safety wire.
6. Attach oil line P/N 70006102 from OUT port of adaptor to IN port of oil filter. Attach oil line P/N 7000605 from IN port of adaptor to OUT port of oil filter.
7. Start engine and bring to operating temperature. Shut down engine and check for oil leaks.
8. Weight and Balance Data:

Oil filter, bracket and fittings	weight- 4.5 lbs
Oil filter adaptor	weight- 0.8 lbs
Hoses and fittings	weight- 1.0 lbs
9. If an AUX power plug has been installed on firewall and interferes with the installation of filter, AUX power plug must be removed.
10. This installation must be performed by a licensed A&P mechanic and proper logbook entries are to be made. Form 337 has to be completed and return to service signed off by an I.A.

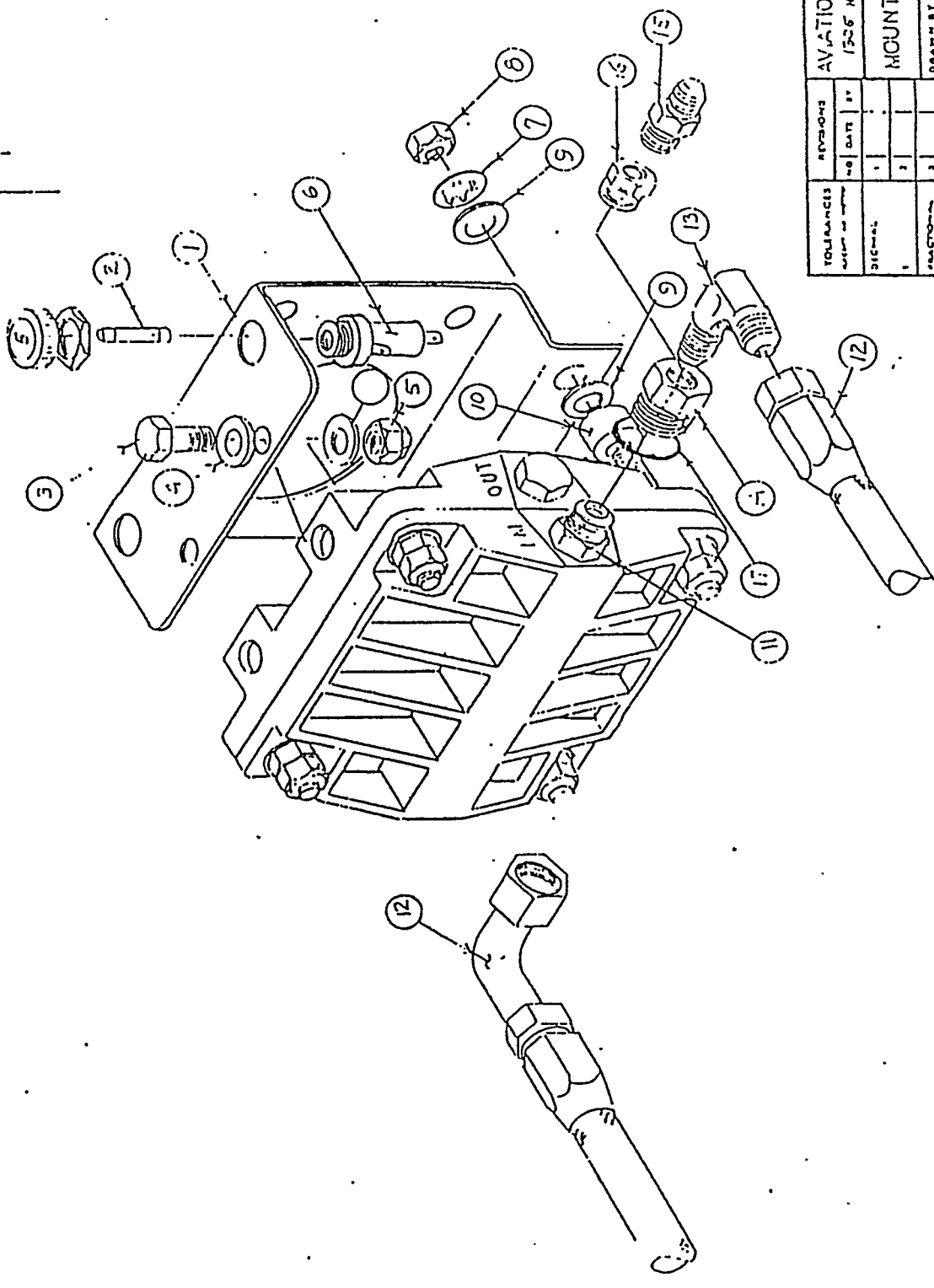


NOTE;
 OUT LINE CAN COME OUT THE
 TOP OR BOTTOM OF THE
 FILTER, THE COVER CAN BE
 TURNED 90° SO THE IN LINE
 CAN GO IN EITHER SLIDE TOP
 OR BOTTOM.

AVIATION DEVELOPMENT CORP. 1305 NW 200th Seattle Wa 98177	
SCALE: Full DATE: 6/14/88	APPROVED BY: <i>[Signature]</i> DRAWN BY: 57N- REVISED
BRACKET INSTALLATION	

Sheet 1 of 2
 DRAWING NUMBER
 10801023

REVISED		Date	By
1	DESCRIPTION		
2	100% INSPECTION		



TOLERANCES		REVISIONS	
UNLESS OTHERWISE SPECIFIED	DIGIT	NO.	DATE
1		1	
2		2	
3		3	
4		4	
5		5	
6		6	

AVIATION DEVELOPMENT CORP.
1556 KALIFA ST. SEATTLE, WA 98177

MOUNTING BRACKET ASSY.

SCALE: 1.00X

DRAWN BY: GTV

CHECKED: DATE: 5/16/67

APPROVED: [Signature]

ISSUE NO: 6000500

DATE: 10/2

PART'S LIST FOR DRAWING NO. 6000500

Part #	Pc. No	Name	No. Req.	Material	Notes
600111-1	1	BRACKET	1	2024T3 ALUM	DRAW # 600111
600118-2	2	FUSE	2	GLASS	
AN5-7	3	BOLT	2	CAD PLT STEEL	
AN960-516	4	WASHER	4	CAD. PLT. STEEL	
MS20365-524	5	NUT	2	CAD. PLT. STEEL	
600118	6	FUSE HOLDER	1	PLASTIC	DRAW 6000300
MS35333-42	7	LOCK WASHER	2	CAD. PLT. STEEL	
AN340-616	8	NUT	2	CAD. PLT. STEEL	
AN960-616	9	WASHER	4	CAD. PLT. STEEL	
600111-2	10	SPACER	2	ALUM	DRAW. 600111
600116-1	11	ADAPTER	2	ALUM	
*	12	HOSE ASSY..	2	ALUM. & RUBBER	REF DWG 7000610 & 7000600
**	12	HOSE ASSY.	2	REF DWG	300302 & 300303
MS20822-8D	13	ELBOW	2	ALUM	OPTIONAL
600112	14	REDUCER	2	ALUM	OPTIONAL
AN816-6D	15	NIPPLE	2	ALUM	SEE NOTE **
AN912-2D	16	BUSHING	2	ALUM	SEE NOTE **
586-016	17	O RING	2	BUNA 70	

* Note

SEE DRAWING 7000610 & 7000600 FOR PART NUMBER AND MODEL USED ON.

** Note

Use with Adaptor P/N 700116 or installations using -6 Hose

AVIATION DEVELOPMENT
1305 NW 200 th Seattle, Wa 98177

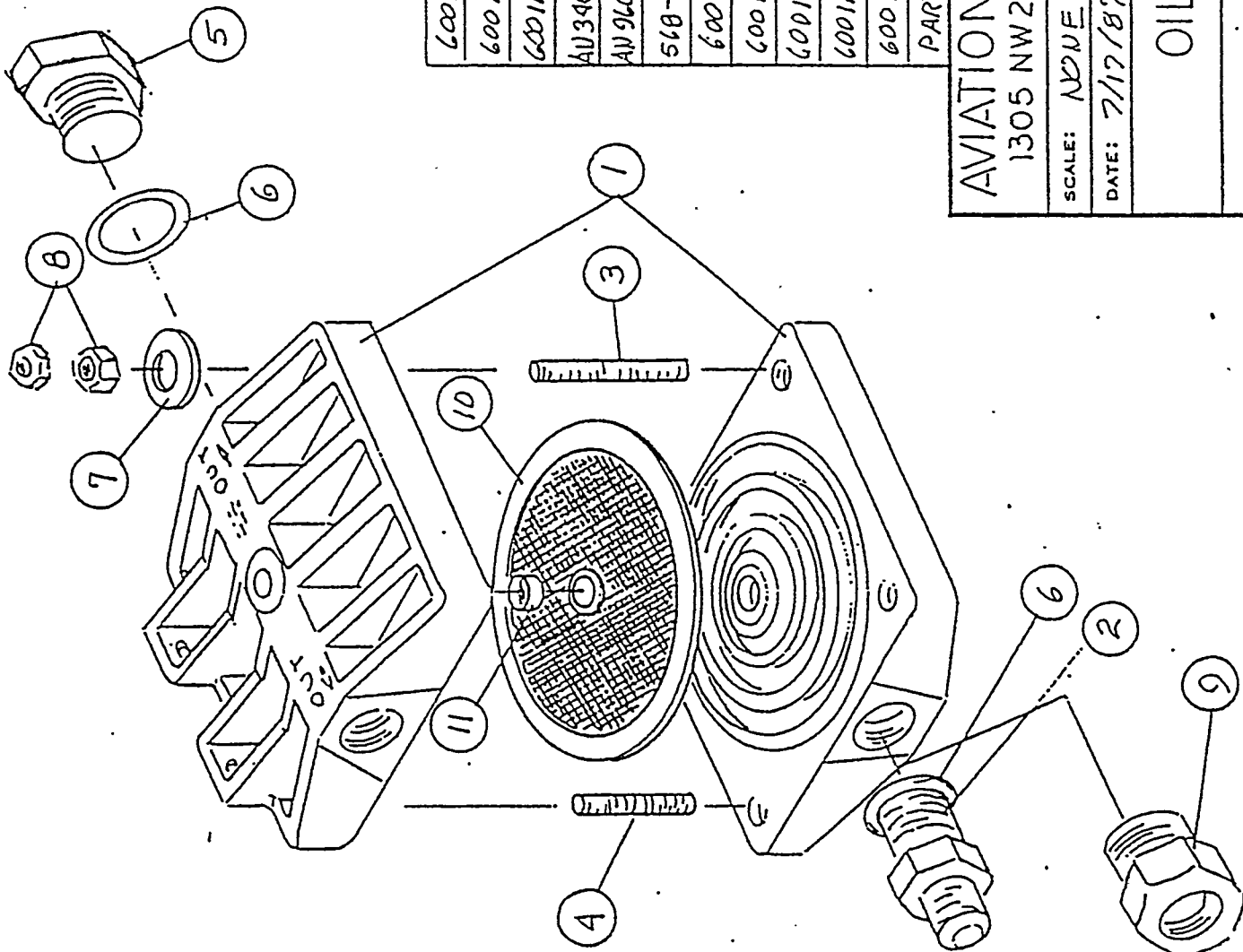
Parts List for Mounting Bracket Assembly

Date 9/16/87

Drawing No. 6000500

Sheet 2 of 2

Revised 12/30/89



600128	11	Align. Sleeve	1	STEEL	Drawing 600128
600115	10	Screen	1	S/STEEL	Drawing 600115
600112-1	9	Reducer	2	ALUM	optional part
AU346-114	8	NUT	8	STEEL	
AN910-116	7	WASHER	4	STEEL	
518-016	6	O Ring	4	VITON V70	MILP6570
600113	5	PLUG	2	ALUM	Drawing 600113
600114-1	4	STUD	2	STEEL	Drawing 600114
600114-2	3	STUD	2	STEEL	Drawing 600114
600116-1	2	Connector	2	ALUM	Drawing 600116
600110	1	BODY	1	380 ALUM	
PART NO	PC NO	NAME	NO. REQ	MATERIAL	NOTES

AVIATION DEVELOPMENT CORP.
 1305 NW 200th Seattle, Wa. 98177

SCALE: NONE
 DATE: 7/17/87
 APPROVED BY: *[Signature]*
 DRAWN BY: GTN
 REVISED: 1/30/89

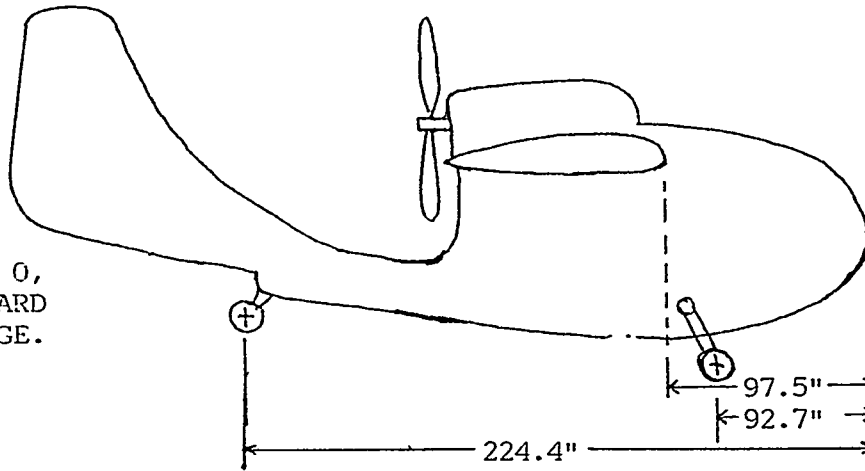
OIL FILTER ASSEMBLY

DRAWING NUMBER
 6000 10

REVISED WEIGHT & BALANCE
REPUBLIC SEA BEE

DATE: 12-19-95
DEL: RC3

SERIAL NO.: 477
"N" NO.: 6267K



DATUM: HULL STA. 0,
LOCATED 97.5" FORWARD
OF WING LEADING EDGE.

LEVELING MEANS:
LUGS ON FRONT
AND REAR OF
LEFT AND RIGHT
DOOR FRAMES.

AIRCRAFT WEIGHT

POSITION	SCALE READING	TARE	NET WEIGHT
LEFT WHEEL	1185	15.0	1170
RIGHT WHEEL	1188	12.0	1176
TAIL WHEEL	609	5.0	604
TOTAL	2982	32.0	2950

NOTE: AIRCRAFT WEIGHT WITH FUEL @ 75 GALLONS = 450 LBS. AND OIL CAPACITY @ 12 QTS. @ 22.5 LBS.

CORRECTED WEIGHT & BALANCE

ITEM	WEIGHT	ARM	MOMENT
AIRCRAFT EMPTY WT.	2522.5	120.5	303961.0
UNUSABLE FUEL	0	0	0
UNUSABLE OIL	0	0	0
TOTAL	LICENSED EMPTY WT. 2522.5 LBS.	EMPTY C.G. 120.5 INCHES	TOTAL MOMENT 303961 INCH LBS.

WEIGHT & BALANCE INFORMATION

GROSS WEIGHT: 3150 LBS. - NORMAL CATEGORY
2810 LBS. - UTILITY CATEGORY

C.G. RANGE: +111.5 to +118.3 WITH LANDING GEAR DOWN. GEAR RETRACTION MOMENT +2900 INCH LBS.

FRONT SEATS LOCATION @ + 62.0
REAR SEATS LOCATION @ + 96.0
MAXIMUM BAGGAGE 200LB @ +118.0
FUEL CAPACITY 75 GAL @ +116.0
OIL CAPACITY 3 GAL @ +136.0

REVISED EQUIPMENT LIST
REPUBLIC SEA BEE

DATE: 12-19-95 SERIAL NO.: 477
MODEL: RC-3 "N" NO.: N6267K

ITEMS OF EQUIPMENT INSTALLED:

EMERGENCY LOCATOR TRANSMITTER M/N EBC-102A
5-LB. DANFORTH ANCHOR/10-FT. 5/16" CHAIN/50-FT. 1/2" NYLON LINE
2½-LB. HALON 1211 FIRE EXTINGUISHER
COMPASS
FOUR (4) EASTERN AERO MARINE LIFE VESTS
SOUTHWIND HEATER
KING KR86 ADF
604 II MORROW LORAN
NARCO COM 120
AT150 NARCO TRANSPONDER
NARCO 122 NAV
ENCODING ALTIMETER
SIGTRONICS INTERCOM
AIRSPEED INDICATOR
ARTIFICIAL HORIZON
ALTIMETER
MANIFOLD PRESSURE/FUEL FLOW METER
ELECTRIC TURN AND BANK
DIRECTIONAL GYRO
VERTICAL SPEED INDICATOR
TACHOMETER
FUEL QUANTITY GAUGE
EXHAUST GAS TEMP/CYLINDER HEAD TEMP GAUGE
OIL TEMPERATURE GAUGE
OIL PRESSURE GAUGE
VOLT/AMP METER GAUGE
FUEL PRESSURE GAUGE
FOUR (4) BILGE PUMPS
TAIL STROBE LIGHT
WING LANDING LIGHT
HARTZELL 3-BLADE PROPELLER
ALTERNATOR
OIL FILTER
2 CESSNA "172" SEATS
2 MAC SERVOS & INCICATORS



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

Form Approved
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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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Cessna	Model 195
	Serial No. 7275	Nationality and Registration Mark N4707V
2. Owner	Name (As shown on registration certificate) John R. Greeff	Address (As shown on registration certificate) Hot Springs Aviation Manley Hot Springs, AK 99756

3. For FAA Use Only

THE DATA IDENTIFIED HEREIN COMPLIES 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: 4-1-94 FAA INSPECTOR: NM-PSCO-01

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT	APPROVED SIMILAR INSTALLATION				
PROPELLER					
APPLIANCE	Type	A/C			
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address John R. Greeff P.O. Box 862 Yelm, WA 98597	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	C. Certificate No. A&P #1449887
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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 4-1-94	Signature of Authorized Individual <i>John R. Greeff</i>
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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

BY	FAA Fit. 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 5-5-95	Certificate or Designation No. 559345351	Signature of Authorized Individual <i>Joseph L. Hopkins</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.)

Installed Oberg 600 Series oil filter in accordance with Aviation Development Corporation drawing #10951012 (STC #SA4172NM - Cessna 150, 152, 170, 172, 180, 182, 185, 210 and T210), and Paige Industries drawing #SK5006, with the following exception. The mounting position is changed on this installation to accommodate the turbo-charged engine. The filter bracket is mounted on the firewall under the left side engine mount to a doubler plate made of 2024T3-.125 aluminum riveted to the firewall. The filter is bolted to the bracket with four AN4-4A bolts, four AN970-4 washers, and four AN365-4 nuts.

Oil flow is from the ~~scavenging pump~~ to the oil cooler and returns to the oil tank via the filter.

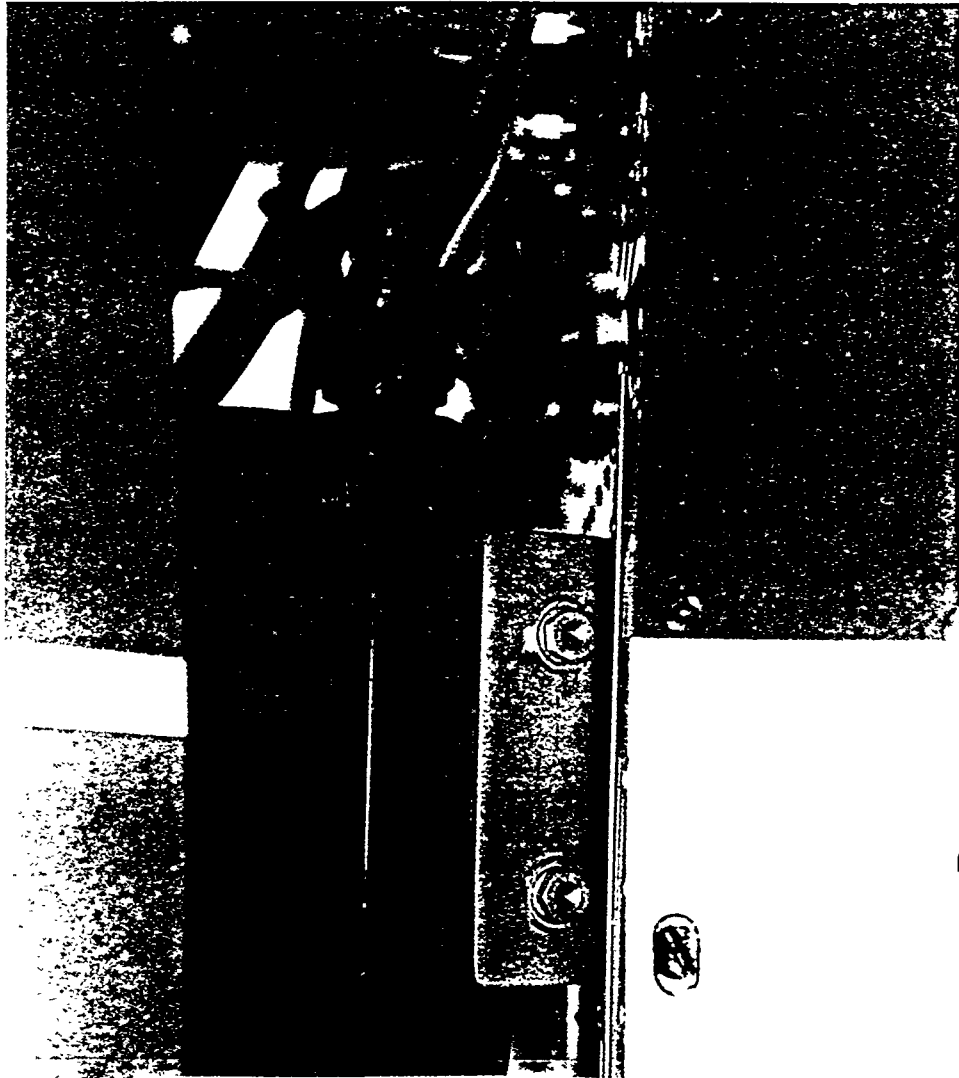
The filter is located with the top 8 inches below the left top engine mounting lug, the bottom 13 inches above the left lower engine mounting lug, and the left side of the filter is located 2 inches from the left side of the fuselage.

All work performed in accordance with AC 43.13-1A-2A, Change 3, revised 1988; Chapter 5, Paragraphs 227, 230, 231, 232 and 233; Chapter 10; Chapter 13, Paragraph 659.

Reference installation instructions STC #SA4172NM.

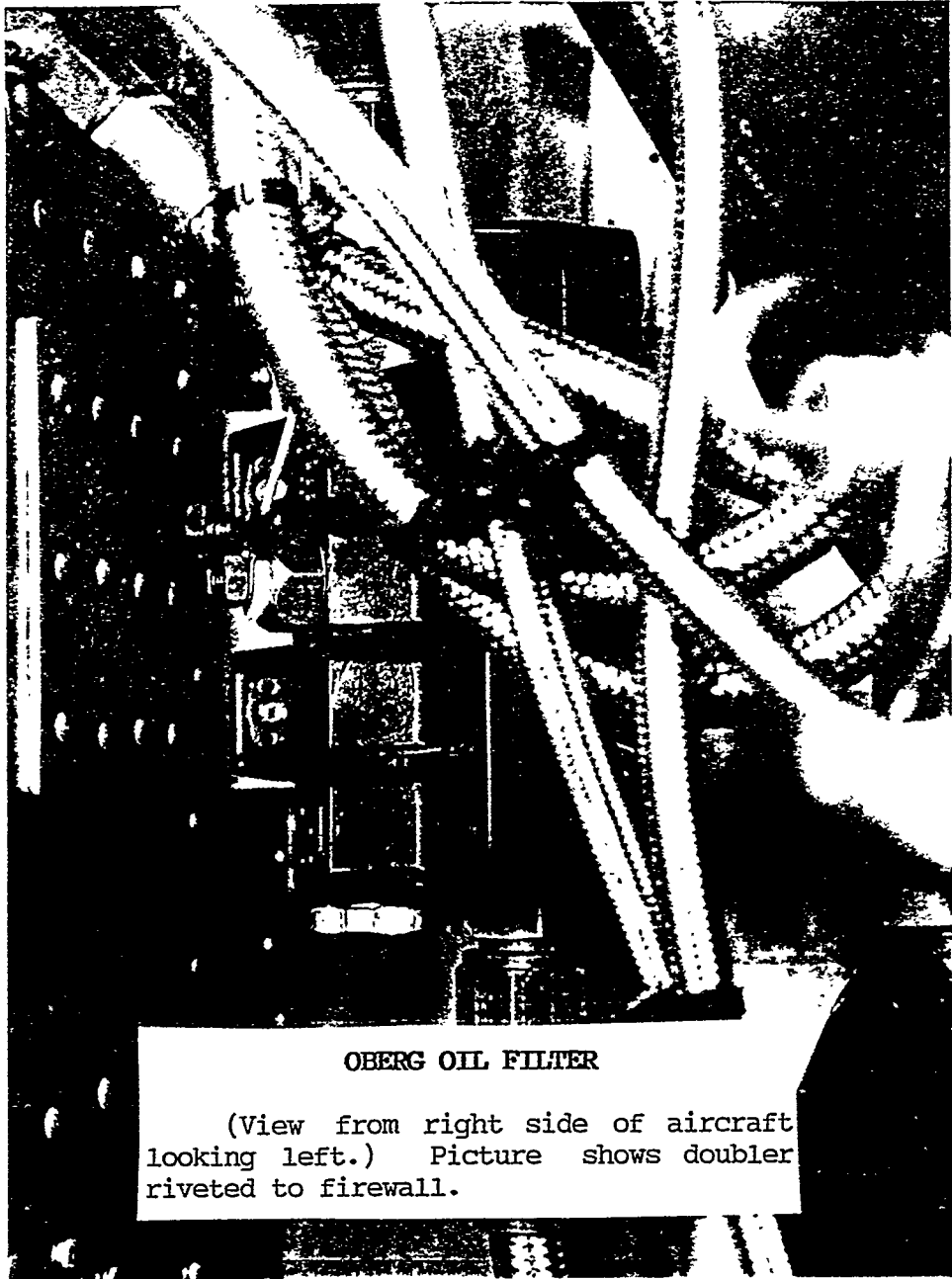
— NOTHING FOLLOWS —

Additional Sheets Are Attached



OBERG OIL FILTER

(View from left side of aircraft.)
Filter is mounted on the firewall.



OBERG OIL FILTER

(View from right side of aircraft looking left.) Picture shows doubler riveted to firewall.