



US Department of Transportation
Federal Aviation Administration

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

1996

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identifier **FAA-FSDO 5-0-01**

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

A/C COPY

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.

7-26-96 *[Signature]*
 Date Signature of FAA Inspector **AAL-FSDO-01**

4. Unit Identification

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				X
POWERPLANT					
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 7-30-96		Certificate or Designation No. AHE119#087		Signature of Authorized Individual <i>[Signature]</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.)

1. Modified aircraft by removing the following Republic parts:

P/N 1345	Track—left-hand front seat
P/N 1350	Track—right-hand front seat
P/N 1352	Frame Assembly—front seat
P/N 1356	Cushion—front seat (2 each)
P/N 1413	Bladder—seat back (2 each)

These original parts were bolted to the floor of the aircraft with four (4) AN3-7 bolts and four (4) AN3-10 washers through the seat tracks.

NOTE: Type Certificate Data is 3A12

These parts were replaced by installing Cessna seat tracks P/N 0511240-2 for left outboard and P/N 0511240-1 for right inboard seat tracks, and P/N 0511240-3 for right outboard seat tracks, and P/N 0511240-4 for left inboard. Seats were replaced with Cessna P/N 0500210-129

Seat tracks were fastened to the floor by riveting each seat track to a piece of 1/8" 2024T-3 aluminum with the same rivet spacing as used by Cessna. These pieces were then riveted in place, sandwiching the floor and factory hat sections between them. Rivet spacing for this operation was 1 1/2" apart on both sides of pieces. See drawing and photos attached.

2. Modified left and right cabin doors by removing Republic P/N 1027 and P/N 1032 cabin door handles, toggles and key mechanisms, and installing Cessna Cabin Door Latch Assemblies, P/N 1217049-1 for left door, P/N 1217049-2 for the right door, and Interior Door Handle Base Plate Assemblies, P/N 1217046-4.

This modification makes a more positive door closure and tighter seal and is more accessible to pilot and passenger to exit the aircraft by placing the inner door release forward of the original door handle.

-- Nothing Follows --

Additional Sheets Are Attached