

REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)
 (SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)

1. AIRCRAFT	MAKE Republic	MODEL RG 3	SERIAL NO. 477	NATIONALITY AND REGISTRATION MARK N6267K
2. OWNER	NAME (First, middle, last) Robert J. Zingheim			
	ADDRESS (Street and number, city, zone, and State) 4783 Voltaire St. San Diego 7, Calif.			

3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRCRAFT	***** (As described in item 1 above) *****				
b. PROPELLER BLADE OR HUB					X
c. ENGINE					
d. INSTRUMENT	TYPE AND MANUFACTURER				

4. AIRCRAFT 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.

WEIGHT AND BALANCE DATA

AFTER the repairs and/or alterations described below were made.	EMPTY WEIGHT (Pounds)	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
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5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)
 MANUFACTURER APPROVED REPAIR STATION NO. _____ (Specify)
 CERTIFIED MECHANIC

6. AGENCY	NAME Fred's Airplane Service	ADDRESS (Street and number, city, zone, and State) 4630 Anna St. San Diego, Calif.	DATE WORK ACCOMPLISHED Aug. 27, 1952
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7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL 18.)
Installed fairing aft. of rear spars, the entire length of ailerons and flaps, covering the large opening aft of spars and forward of control surfaces, to keep salt spray from entering the wings. The fairing is curved to conform to the aileron and flap action, leaving a 3/8 inch clearance between flap and aileron leading edge and fairing when control surfaces are moved in any position. Fairing is made of 24 ST .025 Alclad primed and painted. Fairing attached with PK screws, and 6 inch spacing. In test flight the aircraft had better maneuverability and increased the air speed 7 mph. Using same RPM and manifold pressure.

If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration mark.
Set on Alclad and 8-32 Bolt and Elastic Nut Not Installed

FORWARDED FOR ENGINEERING APPROVAL
 I CERTIFY that the above statements are true and correct to the best of my knowledge.
Fred F. Blunt (Signature of supervising mechanic) **A&E 972659** (Certificate number and rating) **Aug. 29, 1952** (Date)

TO BE COMPLETED BY CAA REPRESENTATIVES

<input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED	DESIGNEE'S SIGNATURE	NO.	DATE
	CAA AGENT SIGNATURE H. G. Stout 6479-10	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE Sept. 9, 1952

INSTRUCTIONS

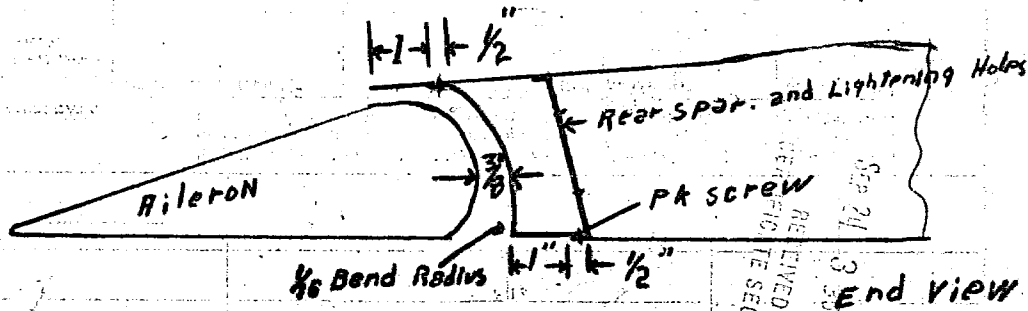
1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.

- a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3a, 4, 5, 6, and 7.
 - Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 - Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
- b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
- c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 - Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 - Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

10-54010-2 U. S. GOVERNMENT PRINTING OFFICE

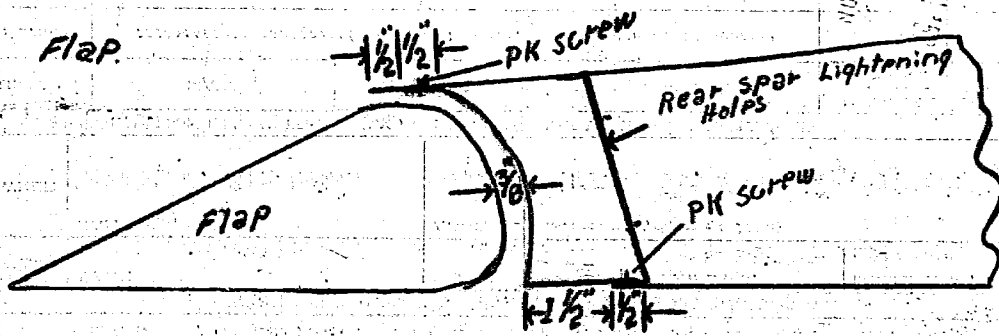
Aileron

End view



Flap

End view



— New material 21ST.025 Alclad. NO 4 PK SCREWS USED.
 1 PK SCREWS # attachment for quick Removal During Inspection of wing Interior