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U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION

MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)

Form approved
Budget Bureau No. 41-R0524

1. AIRCRAFT	MAKE <i>Republic Seabee</i>	MODEL <i>RC-3</i>	SERIAL NO. <i>7600</i>	NATIONALITY AND REGISTRATION MARK <i>N 6371K</i>		
2. OWNER	NAME (First, middle, last) <i>SANDRINGHAM, Inc</i>					
	ADDRESS (Street and number, city, zone and State) <i>STAMFORD, Conn.</i>					
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.						
	UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
	a. AIRFRAME	***** (As described in item 1 above) *****			MAJOR REPAIR	MAJOR ALTERATION
	b. POWERPLANT	<i>Franklin</i>	<i>6A8-215-B9F</i>	<i>23671</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c. PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
	d. APPLIANCE	TYPE AND MANUFACTURER			<input type="checkbox"/>	<input type="checkbox"/>
4. AIRCRAFT WEIGHT AND BALANCE DATA					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.	
*AFTER the repairs and/or alterations described below were made.						
	CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*	
	<i>Normal</i>	<i>2124</i>	<i>121.4</i>		<i>1026</i>	
	<i>Utility</i>	<i>2124</i>	<i>121.4</i>		<i>686</i>	
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.	
<i>Schofield Aeromarine Service P.O. Box 10415 Stamford Conn.</i>			<input checked="" type="checkbox"/> U. S. Certificated Mechanic. <input type="checkbox"/> Foreign Certificated Mechanic. <input type="checkbox"/> Certificated Repair Station. <input type="checkbox"/> Manufacturer. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)		<i>#E 177327</i> <i>aw</i>	
d. I certify that the repair and/or alteration made to the unit(s) identified under item 3 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 18 of the U. S. Civil Air Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
<i>July 22 1954</i> (Date repair and/or alteration completed)			<i>Earl F. Schofield Jr.</i> (Signature of authorized individual)			
6. APPROVAL FOR RETURN TO SERVICE (Check and complete appropriate items)						
Pursuant to the authority specified below the unit identified in item 3 was inspected in the manner prescribed by the Administrator and is						
<input checked="" type="checkbox"/> APPROVED		BY				
<input type="checkbox"/> REJECTED		<input checked="" type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)				
<i>7-23-54</i> (Date of approval or rejection)		<i>W. S. Peew #2396</i> (Signature of authorized individual; title or identification number)				
7. TO BE COMPLETED ONLY BY CAA PERSONNEL						
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum						
b. <input checked="" type="checkbox"/> Accepted <i>10-21-54</i> (Date) <input type="checkbox"/> Reinspected _____ (Date) <input type="checkbox"/> Spot Checked _____ (Date)						
<i>1111909-10</i> (CAA designation number)			<i>[Signature]</i> (Signature Aviation Safety Agent)			

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, power-plant, propeller or appliance. After the repair and/or alteration has been inspected and item 6 completed, the original copy of this form will be made available to the aircraft owner for retention as part of the aircraft records. The duplicate copy is retained by the CAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

B. DESCRIPTION OF WORK ACCOMPLISHED.

Engine Top overhauled according to Franklin overhaul Manual
Cly. cleaned, checked for out round & taper, cly. honed, new rings
installed with proper clearances.
New oil pump & new type screen installed purchased from
Franklin or Air cooled Motors.
New type fuel pumps installed, purchased from manufacturer
Generator & starter overhauled & checked
Engine installed on hull using new type rubber mount and
in accordance with manufacturer's procedure.
Engine ground run 5 hr. in accordance to Air cooled Motor recommendation.

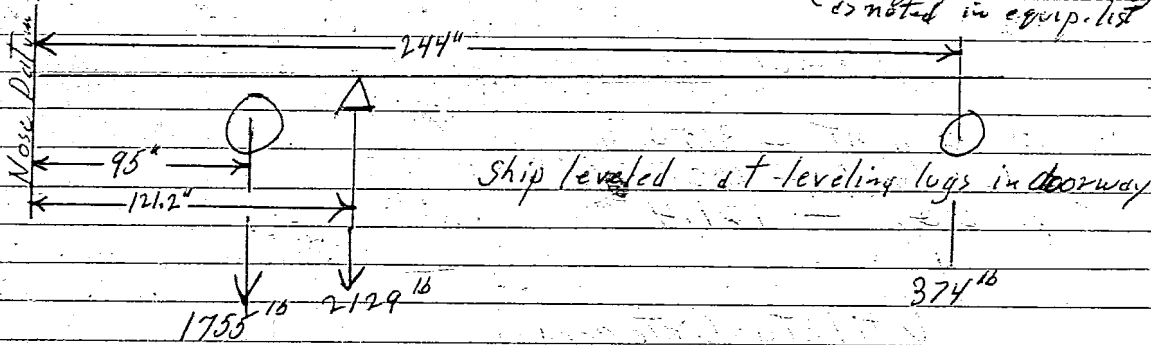
Aircraft completely rebuilt around new hull & cabin
purchased from Republic. Wings were reconditioned, stab. & elevators
and purchased from Republic. All parts & component parts
were assembled & rigged in accordance to manufacturer specifications.
Ship was corrosion proofed more than recommended by manufacturer
All moving parts were checked for operation and ship was
water tested. A.C. Spec. A 7 69
All AD Notes were checked for conformance and compliance.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Check block if additional sheets are attached.

Seebee R-C-3 Ser. #600 C371K #2 of 2 SEP 29 1954
N6371 July 22, 1954

Actual Weight & Balance (all equipment installed)
as noted in equip. list



Approved C.G. Range 111.5" to 118.3"

Actual Emty wt.	2129 ^{lb}	at 121.2"	is	257958
Nose ballast Removed	5	4.5		23
New WT & Bal.	2124 ^{lb}	121.4		257958

Normal Category						
Most Forward C.G.			Most Aft C.G.			
wt.	arm	Moment	wt.	arm	Moment	
2124	121.4	257958	2124	121.4	257958	Empty weight
170	62.	10540	170	62.	10540	Pilot
170	62.	10540				Pass. Front
340	96.	32640				Pass. Rear (2)
22.5	136.	3060	22.5	136	3060	Oil
107.4	116.	12458	107.4	116.	12458	Fuel Min 17.9 gal
					2820	Wheels up
2933.9	111.5	327196	2423.9	118.3	286836	

Utility Category						
Most Forward C.G.			Most Aft C.G.			
	Weight	Arm	Moment	Weight	arm	Moment
Empty weight	2124	121.4	257958	2124	121.4	257958
Pilot & chute	190	62.	11780	190	62.	11780
Pass. & Chute	190	62.	11780			
Oil	22.5	136.	3060	22.5	136.	3060
Fuel - Mix 17.9 gal	107.4	116.	12458	107.4	116.	12458
Wheels up						2820
	2643.9	112.3	297036	2443.9	117.8	288076

(Over)

Normal Category

Gross weight — 3150^{lb}
 Useful load — 1026^{lb}
 E.W. C.G. — 121.4"

Utility Category

Gross weight — 2810^{lb}
 Useful — 686
 E.W. C.G. — 121.4"

Items marked with asterisk are

Required Equipment installed

Note: 49^{lb} Fixed ballast in nose 4.5"

" 2 — All placards installed, also flight manual

* Item 200 — Main landing gear

* " 202B — Steerable tail wheel Republic Dwg # 17F92-001B

* " 300 — Battery Antolite CF 129 Form 201

* " 301 — Generator

* " 303 — Voltage regulator

" 305B — Hallicrafters radio CA-4

" 400A) — Anchor

" 401 — Life preserver seats

* " 403 — CAA approved flight Manual

* 103 — Engine Franklin 6A8-215-B9F

* 101 — Hartzell Hub HC12X20-2

* 101 — Fuel Pump — Mod. BF

* 102 — Oil Cooler Mod. 100

All A.D. notes check & complied thru 54-14

Records installed in back of aircraft log book

RECEIVED
 CIVIL
 RECORDS BRANCH
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