

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION

Form approved.  
Budget Bureau No. 41-R0524.

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

1. AIRCRAFT	MAKE <b>REPUBLIC</b>	MODEL <b>RC-3</b>	SERIAL NO. <b>765</b>	NATIONALITY AND REGISTRATION MARK <b>N6490K (STANDARD)</b>
2. OWNER	NAME (First, middle, last) <b>RICHARD STANLEY</b>		ADDRESS (Street and number, city, zone and State) <b>685 PRINCETON ST. NEW MILFORD, NEW JERSEY</b>	

3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 1B.

UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				<b>XX</b>
b. POWERPLANT					
c. PROPELLER					
d. APPLIANCE	TYPE AND MANUFACTURER				

4. AIRCRAFT WEIGHT AND BALANCE DATA  
\*AFTER the repairs and/or alterations described below were made. 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.

CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*
<b>NORMAL</b>	<b>1986.8</b>	<b>123.5</b>	<b>1163.2</b>

5. CONFORMITY STATEMENT (Complete and check)

a. AGENCY'S NAME AND ADDRESS <b>RICHARD STANLEY 685 PRINCETON ST. NEW MILFORD, N.J.</b>	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. <input type="checkbox"/> (Check if repair or alteration was made under delegation option procedures.)	c. CERTIFICATE NO. <b>551270</b>
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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.

6/9/58

(Date repair and/or alteration completed)

*Richard Stanley*  
(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

APPROVED } BY {  CAA Designee     Manufacturer     Canadian Department of Transport Inspector of Aircraft  
 REJECTED }     CAA Aviation Safety Agent     Repair Station     Other (Specify) **INSPECTION AUTHORIZATION**

6/10/58

(Date of approval or rejection)

*S. G. M. Dutosh #40177424* **66**  
(Signature of authorized individual; title or identification number)

7. TO BE COMPLETED ONLY BY CAA PERSONNEL

a.  Forwarded for engineering comment     See attached memorandum

b.  Accepted 6-14-58 (Date)     Reinspected \_\_\_\_\_ (Date)     Spot Checked \_\_\_\_\_ (Date)

1-11 (CAA designation number)    *Heater A. K...* (Signature Aviation Safety Agent)    **Reg. 1 NI ASDO 11**

## 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.

## 8. DESCRIPTION OF WORK ACCOMPLISHED.\*

Installed Sperry Gyro Horizon. } 4.6 LB.  
Installed Vacuum guage. }  
Installed VHF antenna and loop. } 9 LB.

Weight change not sufficient to move the C.G. forward more than .1 of an inch, therefore no forward computation necessary as total weight change is less than 2% of the empty weight.

\*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.