

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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

Form Approved
Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

OFFICE IDENTIFICATION: LNK-GAD0

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.

1. AIRCRAFT	MAKE REPUBLIC	MODEL RC-3
	SERIAL NO. 765	NATIONALITY AND REGISTRATION MARK N6499K
2. OWNER	NAME (As shown on registration certificate) Bert W. Hanson Eloise E. Hanson Partners	ADDRESS (As shown on registration certificate) 5608 Walnut St., Omaha, Nebr. 68106

The alteration identified herein complies with applicable airworthiness requirements and is approved only for the aircraft identified herein subject to conformity inspection by a person authorized in FAR 43.7. 9-22-71
HP Chaddudor LNK-GAD0-3-1-12

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****			X	X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT		
A. AGENCY'S NAME AND ADDRESS Bert W. Hanson 5608 Walnut St. Omaha, Nebr. 68106	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. 510844

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 July 8, 1971	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Bert W. Hanson</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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED				
BY	FAA P.T. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION July 8, 1971	CERTIFICATE OR DESIGNATION NO. APP146401	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Verne M. Bishop</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.)

The following repairs and alterations were done in accordance with AC 43.13-1 procedures. The same and similar modifications have been performed on other Republic RC-3's.

1. Wing Root Fences (right & left) were installed at location between inner edge of flaps and wing, extending from a point 2 inches aft of wing trailing edge, forward 35 $\frac{1}{2}$ inches over top of wing. Fences fabricated of .062 inch thick 2024 T3 aluminum and attached to the fairing and wing with 9 aluminum angle clips of 2024 T3 aluminum, #10 sheetmetal screws and AN 526-1032 machine screws. The vertical measurement is approximately 11 $\frac{1}{2}$ inches. The same modification was done to N6728K on 8-6-64.
2. Installed spinner on fan casting of engine. Spinner is made from 3003-O aluminum, thickness .081 inch, spun to 15 $\frac{1}{2}$ inch maximum diameter and 15 inch long. Is attached to fan casting with 8 AN 970-4, AN 74A-5 bolts and washers. The same modification was done to N6144K on December 12, 1968.
3. Cabin vent openings 3 $\frac{1}{2}$ inch diameter, centered 7 $\frac{1}{2}$ inches forward of rear edge and 3 $\frac{1}{2}$ inches above top indenture to rear cabin skin was made. A 2 $\frac{1}{2}$ inch opening centered 4 inches above this opening was also made. A 3 $\frac{1}{2}$ inch opening was made 9 $\frac{1}{2}$ inches above the top skin indenture, 3 $\frac{1}{2}$ inches to the rear of the baggage compartment's forward skin brace. All openings were covered with aluminum screen and reinforced with 2024 T3 aluminum sheet .040 inches thick and AN 470-AD 6 rivets. Similar modifications were described in bulletins published by the Republic Corp.
4. Replaced bottom hull skin under the gas tank compartment from the hull step to 21 inches forward to the flange of a cross brace. Skin is 2024 T3 aluminum .040 inch thick and riveted with AN 470-AD6 rivets.
5. Aircraft was weighed to establish current weight and balance. C.G. falls within approved range.

ADDITIONAL SHEETS ARE ATTACHED