

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
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.				OFFICE IDENTIFICATION SO-FSDO-62	
1. AIRCRAFT	MAKE	REPUBLIC	MODEL	RC-3	
	SERIAL NO.	765	NATIONALITY AND REGISTRATION MARK	N6499K	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	EDMOND F. FREEMAN		#11 CRAIG TERRACE APT. RT-9, JONESBORO, TN. 37659		
3. FOR FAA USE ONLY					
4. UNIT IDENTIFICATION					
UNIT	MAKE	MODEL	SERIAL NO.	5. TYPE	
AIRFRAME	***** (As described in item 1 above) *****			REPAIR	ALTERATION
POWERPLANT					X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
EDMOND F. FREEMAN #3 PRINCETON RD. APT. JOHNSON CITY, TN. 37601		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		AP1580607	
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	SIGNATURE OF AUTHORIZED INDIVIDUAL				
4-25-78	Edmond F. Freeman				
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 FLT. 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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
4-25-78	AI 1580607	Edmond F. Freeman			

**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.)

WING TIP EXTENSIONS

STC: SA3-30

1. INSTALLED "MILLER SEABEE WING TIP EXTENSION KIT" SUPPLEMENTAL TYPE CERTIFICATE SA3-30 IN ACCORDANCE WITH ATTACHED KIT INSTRUCTION SHEET.
2. FLIGHT MANUAL SUPPLEMENT SUPPLIED WITH KIT, DATED 4-19-57, ATTACHED TO AIRCRAFT APPROVED FLIGHT MANUAL.
3. WEIGHT AND BALANCE RECOMPUTED AND EQUIPMENT LIST REVISED.
4. ALL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE F.A.R.'S, AC 43.13, AND REPUBLIC MAINTENANCE MANUAL.

— END —

ADDITIONAL SHEETS ARE ATTACHED

ATTACHMENT  
FAA Form 337

N6499K 4-25-78

INSTRUCTIONS FOR INSTALLING MILLER SEABEE  
WING TIP EXTENSION KIT SUPPLEMENTAL TYPE  
CERTIFICATE SA 3-30

1. Remove Wing Tip
2. Drill out rivets and open upper part of wing from outer tip inboard to wing float, making accessible the front spar.
3. Rivet and bolt cap angle to top and bottom of front spar as per Drwg. Detail #4.
4. Drill out rivets attaching front, middle and rear spars to outboard rib.
5. Rivet reinforcement 1/4" x 1" to inner side of each spar using 5/32 flush rivets AN 426-A 17ST. Starting at the top of the front spar omit rivet in #2, #6, #9 holes; middle spar omit rivets #2, #5, #8 holes; rear spar omit rivets #2, #5.
6. Place tip in position and clamp at spars.
7. Cut to fit adjoining edge of skin.
8. Adjoining skin may be fit to butt against wing skin or may overlap as outer tip did.
9. Make sure the extension is held firmly to the rearward so that the leading edge is tight against the rib and that the skin on the extension lays smoothly on the wing outboard rib before attachment.
10. Begin attachment by drilling holes from leading edge rearward on top and bottom of wing, drilling only 3 or 4 holes before installing P.K. screws. This works the tip rearward and holds skin tight to rib. It may be necessary to loosen clamps slightly to allow spar extensions to slip rearward.
11. Install P.K. screws in same manner as outer tip was previously attached and rearward to approximately the front spar.
12. Drill 1/4" holes in outboard rib where rivets were omitted and bolt tip extension to wing using 1/4" bolts and elastic stop nuts. Drill from inside wing outward through angle in tip extension.
13. Install remainder P.K. screws securing tip extension skin to wing outboard rib.
14. Replace and rivet wing skin.
15. Extend position light wire to accommodate extension.
16. Attach original outboard tip to extension.