

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 <hr/> FOR FAA USE ONLY <hr/> OFFICE IDENTIFICATION	
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 Sea Bee	MODEL RC-3		NATIONALITY AND REGISTRATION MARK USA N 87537	
	SERIAL NO. 97				
2. OWNER	NAME (As shown on registration certificate) Raymond L. Ploeger Martha S. Ploeger		ADDRESS (As shown on registration certificate) 1714 Richcreek Rd Austin Texas 78757		
	The alteration is for FAA USE ONLY herein complies with applicable airworthiness requirements and is approved only for the above described aircraft subject to conformity inspection by a person authorized in FAR 43.7 5-12-79 <i>R.O. Lubman 3-0-62</i>				
(Data UNIT IDENTIFICATION Gen'l Maintenance Inscr.)				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				X
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS			B. KIND OF AGENCY		C. CERTIFICATE NO.
Raymond L. Ploeger 1333 Schulte Rd. Creve Coeur Mo. 63141			<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		AEP 62260855
			<input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC		
			<input type="checkbox"/> CERTIFICATED REPAIR STATION		
			<input type="checkbox"/> MANUFACTURER		
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 May 10 1979			SIGNATURE OF AUTHORIZED INDIVIDUAL <i>R.L. Ploeger</i>		
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	<input checked="" type="checkbox"/> FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION		OTHER (Specify)
	<input type="checkbox"/> FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT		
DATE OF APPROVAL OR REJECTION 5-12-79		CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>R.O. Lubman</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.)

1. Removed existing wing tips, added 2 ft extensions per STC No. SA2-983. Added Plane Booster droop tips per manufacturers instructions. A letter from the holder of STC No. SA2-983 stating that the addition of these droop tips will not adversely effect the extended tips is on file.
2. Moved gasoline filler 6382 cap inboard by the addition of a box and flush door. Calked seams with 3M 0101. Provided the box with a low point drain overboard.
3. Installed cove fairings between rear spar, ailerons and flaps. Also installed vortex generators along first baggage compartment stiffener similar to the installations on RC-3 N6662K.
4. Removed existing seats and installed seats from Cessna 177Rg yr. 1977. Added floor stiffeners above hat sections of .080 2024 T3 secured with AN470 rivets. Seat rails secured to stiffeners with AN426 rivets. Hat sections braced to hydraulic bulkhead with two each "L" clips secured with six each CR163-4 rivets. Attach points for inboard ends of seat belts separated and secured to hull rib by the addition of a duplicate of the original strap similar to original. The separated attach points secured to the hat section and floor stiffener with an "L" bracket using AN470 rivets and AN4 bolt with AN365 nut. This installation similar to UC-1 Stol Aircraft Corp. conversion of the RC-3 to a twin.
5. Added wing root fences per STOL Amphibian Corp drawing 17W21031.

All work in accordance with AC43.13-1a. Weight and balance updated to agree.

END

ADDITIONAL SHEETS ARE ATTACHED