

FEDERAL AVIATION AGENCY MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved Budget Bureau No. 04-R060.1 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.					
1. AIRCRAFT	MAKE Republic SERIAL NO. 129	MODEL RC-3	NATIONALITY AND REGISTRATION MARK N 875 JA		
2. OWNER	NAME (As shown on registration certificate) John C. Andersen	ADDRESS (As shown on registration certificate) 3309 Old Kankawlin Rd. Bay City, Mich. 48706			
3. FOR FAA USE ONLY THE REPAIR/ALTERATION IDENTIFIED HEREIN IS APPROVED WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN FAR 43, SECTION 43.7"					
DATE <u>6-19-75</u> SIGNATURE <u>Harold R. Smiley</u> FAA GLGADO-8, GRAND RAPIDS, MICHIGAN					
4. UNIT IDENTIFICATION					5. TYPE
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME-	***** (As described in item 1 above) *****				XX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Harold R. Smiley James Clements Airport Bay City, Michigan 48706		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC		1066996 I. A.	
		<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 June 19, 1975		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Harold R. Smiley</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 Agency 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 June 19, 1975		CERTIFICATE OR DESIGNATION NO. 1066996IA		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Harold R. Smiley</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 main wheel brakes were modified by removal of the original Goodrich expander tube brakes and installing the following Cleveland brake parts. 2 30-69A Brake assemblies, 2 164-27A brake discs and 2 75-40 torque plates. The original Goodrich 700X8 wheels were used, original axles and torque plate mountings were used. Part 23.735 is complied with. All new AN hardware was used in asy.

Last Item

ADDITIONAL SHEETS ARE ATTACHED