

W240 KC-235 2700 May 13, 54

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>129</b>	NATIONALITY AND REGISTRATION MARK <b>N87567</b>	
2. OWNER	NAME (First, middle, last) <b>Arthur J. Blase</b>		ADDRESS (Street and number, city, zone and State) <b>RFD #2 Box 91 Chillicothe, Illinois</b>		
3. COMPLETE ONLY FOR UNIT REPAIRED AND/OR ALTERED. DESCRIBE WORK ACCOMPLISHED ON REVERSE IN ACCORDANCE WITH CIVIL AERONAUTICS MANUAL 18.					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
a. AIRFRAME	***** (As described in item 1 above) *****				
b. POWERPLANT	<b>Franklin</b>	<b>618-215-887</b>	<b>23145</b>		✓
c. PROPELLER					
APPLIANCE	TYPE AND MANUFACTURER				
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>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.</small>					
	CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*	USEFUL LOAD (Pounds)*	
	Normal Utility	2175.5 ✓	121.32 Aft of datum	974.5 ✓	634.5 ✓
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
<b>Calvin M. Hadden 1508 Lake St. Pekin, Ill.</b>		<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.)		<b>E 1275760</b>	
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.					
<b>5-18-54</b> (Date repair and/or alteration completed)		<i>Calvin M. Hadden</i> (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					
<input type="checkbox"/> APPROVED } <input type="checkbox"/> REJECTED }		BY { <input type="checkbox"/> CAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input checked="" type="checkbox"/> CAA Aviation Safety Agent <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify)			
 (Date of approval or rejection)		<i>Gerald P. Krehbiel KC-257-19</i> (Signature of authorized individual, title or identification number)			
7. TO BE COMPLETED ONLY BY CAA PERSONNEL					
a. <input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum					
b. <input type="checkbox"/> Accepted _____ (Date) <input checked="" type="checkbox"/> Reinspected <u>May 19, 1954</u> (Date) <input type="checkbox"/> Spot Checked _____ (Date)					
<b>KC-257-19</b> (CAA designation number)		<i>Gerald P. Krehbiel</i> (Signature Aviation Safety Agent)			

24P 16-34010-4

### 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.

5. DESCRIPTION OF WORK ACCOMPLISHED.

The cooling fan of this engine was reworked and replaced thus:

The six 3/8 cap screws holes were reamed to .437 and eight fan to hub screws replaced with new 5/16 A B cap screws, and safety wired with .041 stainless steel wire.

The two 1/4 Woodruff keys were replaced with 5/16 Woodruff keys.

The cooling fan fitted to crankshaft and the six mounting holes line reamed into crankshaft to a depth of 1/4 inch.

The six holes were then drilled to 25/64 and taped to 7/16 - 2 1/2 one inch deep.

Six new 7/16 A B cap screws were installed and torqued to 400 inch pounds, and safety wired with .041 stainless steel wire.

These six cap screws were 7/16 A B bolts heat treated to 125,000 P.S.I. tensile strength and cadmium plated.

This repair made as per attached drawing and in accordance with submitted proposed repair dated 4-20-54.

This proposed repair approved Aircraft Engineering Branch, Region 3, Kansas City, Kansas 5-13/54.

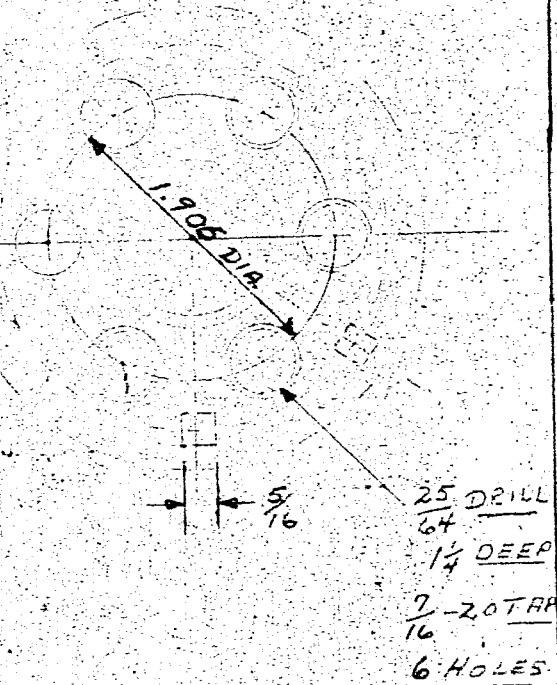
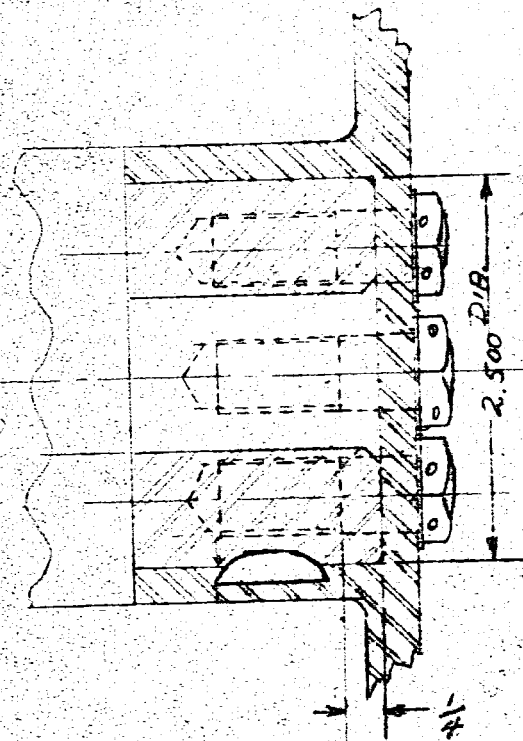
The work on this repair completed 5-18-54.

*Calvin M. Hedden*  
Calvin H. Hedden  
E1276760

*Am*

\*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.

PROPOSED REPLACING  
3/8 WOODRUFF KEYS WITH 5/16



439 LINE REAM HUB AND CRANKSHAFT  
438 1/4 DEEP IN CRANKSHAFT  
USE 7/16 AN. CAPSCREWS 1 1/4 LONG  
WITH FLAT WASHERS AND .041 SHETY WIRE  
TORQUED TO 25 FT. LBS.  
CAPSCREWS HEAT TREATED AND TESTED  
TO 125000 MIN. TENSIL STRENGTH.  
(2) 3/4 WOODRUFF KEYS REPLACED WITH 5/16

PROPOSED REPAIR TO REPUBLIC COOLING FAN

NOTE:  
SEE ATTACHED SHEET  
FOR FULL EXPLANATION

Cal. [Signature]  
4-20-54  
NE 1276760