



US Department of Transportation  
Federal Aviation Administration

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

Form Approved  
OMB No. 2120-0020

For FAA Use Only

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. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make Republic	Model RC-3 Seabee
	Serial No. 129	Nationality and Registration Mark N87567
2. Owner	Name (As shown on registration certificate) Ostronik KC	Address (As shown on registration certificate) 101425 Overseas Hwy #822 Key Largo FL 33037

**3. For FAA Use Only**

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

MAY 31 2005

*[Signature]*  
FAA Inspector NM-FSDC-01

DATE

**4. Unit Identification**

Unit	Make	Model	Serial No.	5. Type	
				Repair	Alteration
AIRFRAME	(As described in Item 1 above)				X
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

**6. Conformity Statement**

A. Agency's Name and Address Don Wallace 122 East Stadium Lane Grapeview WA 98546	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. 552-76-1362
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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 December 31, 2004	Signature of Authorized Individual <i>[Signature]</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  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 8/25/14	Certificate or Designation No. 37365627 AIP 1A	Signature of Authorized Individual <i>[Signature]</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.)*

Removed original spray rails and installed Simufflight spray rails from Sta. 20 to Sta. 135. Spray rails extend 9 inches laterally. Installation similar to STC Bee STC SA392NW see attached STC Bee sketch). Attached spray rails by riveting in accordance with AC 43.13-1A Change 3 Chapt. 2, Section 3, Pr. 97, 99 and 100. Spray rail installation identical to 398cm (see attached 337 dated 2-20-98)

Installed longitudinal steps fabricated from .050 2024 T42 aluminum (identical to Edo hull bottom scallops PN 87K061) and extensions from Sta. 56 to Sta. 135. Installation similar to S.T.C. Bee STC SA575NW (see attached S.T.C. Bee Sketch). Scallops and extensions spliced and installed by riveting in accordance with AC 43.13-1A Change 3 Chapt. 2, Section 3 Par. 97,99 and 100. Installation identical to 398CM (See attached 337 dated 2-20-98).

I have determined that this data is appropriate to the product being altered, is directly applicable to the alteration and is not contrary to the manufacturers data. This alteration does not require any change to the approved maintenance and inspection procedures for this aircraft.

Weighed aircraft and prepared weight and balance report (see weight and balance and equipment list dated 12-20-04)

-----END-----

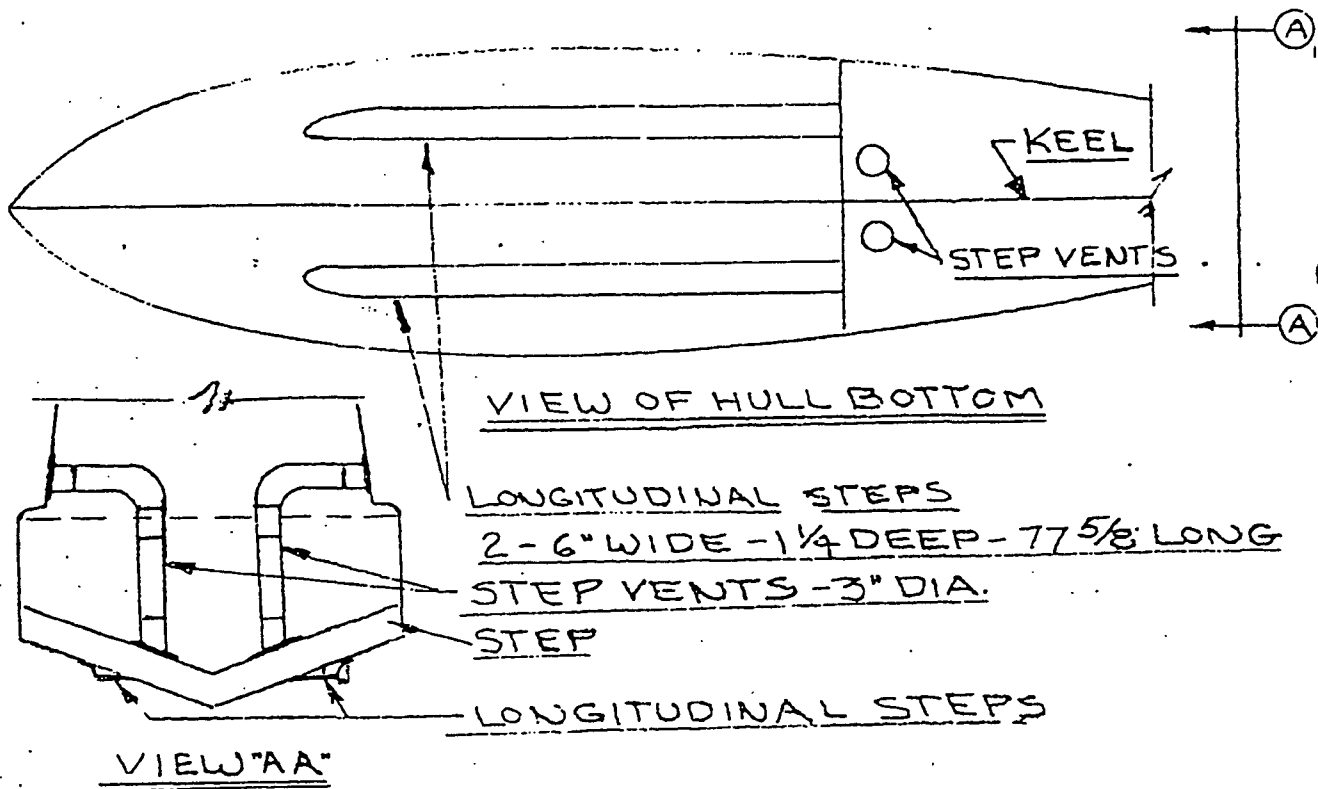
The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

**MAY 31 2005**

DATE

*[Signature]*  
FAA Inspector NM-FSDO-01

Additional Sheets Are Attached

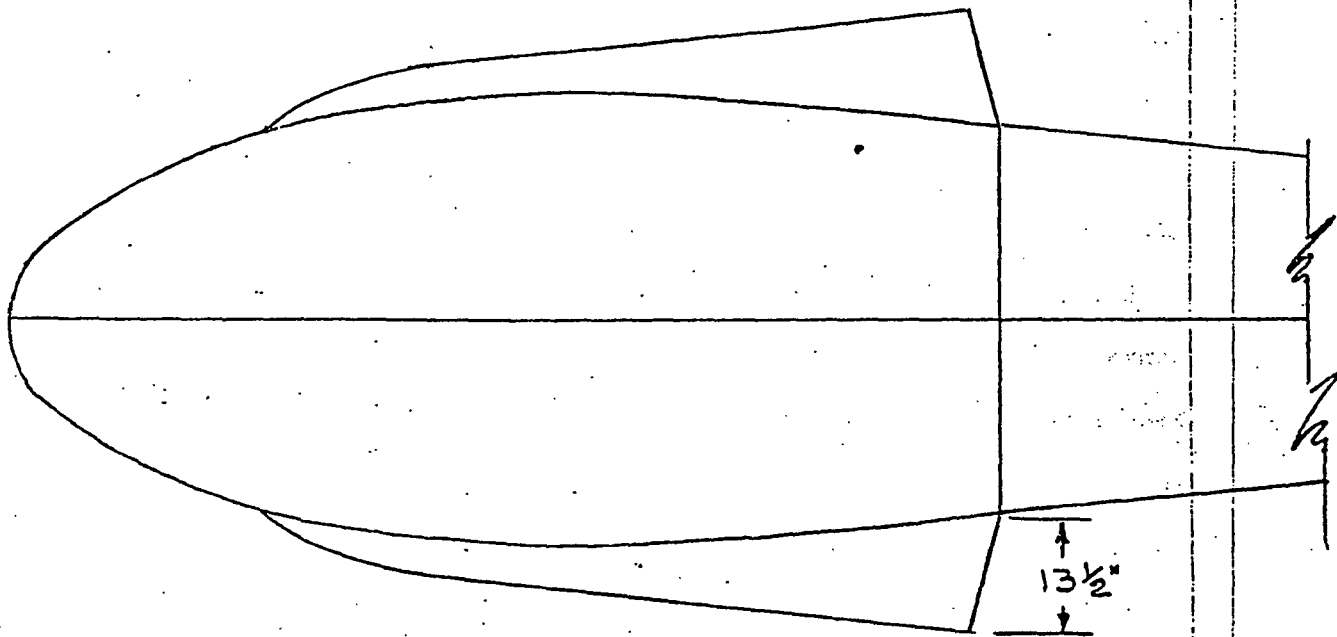


LONGITUDINAL STEPS - S.T.C. BEE, INC. - S.T.C. NO. SA-575-NW

1. STIFFEN BOTTOM - HULL BECOMES VERY SOLID.
2. HULL PLANES AT LOW ANGLE (LESS AIR DRAG)
3. MUCH LESS UP ELEVATOR REQ'D TO TRIM AIRCRAFT ON PLANE AGAINST POWER MOMENT & STEP DRAG MOMENT (BOTH FORCE NOSE DOWN) SINCE WATER PRESSURE SUPPORTS HULL ON LONG FORE-AFT AREA. (INSTEAD OF SHORT-WIDE)

STEP VENTS - S.T.C. BEE, INC. - S.T.C. NO. SA-577-NW

1. REDUCE STEP DRAG ON BOTH WATER AND IN THE AIR. SEABEE WAS THE ONLY AMPHIBIAN LEFT W/O VENTS (LAKE HAS POINTED STEP FOR SAME EFFECT)
2. VENTS SHOW MORE RELATIVE EFFECT AS PLANE IS LOADED HEAVIER.



\* TAPERED WIDE SPRAY RAILS  
PROP. PROTECTION - SUPER FLAT SPRAY  
PATTERN

S.T.C. BEE, INC. STC # SA 392 NW (FAA.)

Dec 16 - 1976