



U.S. 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. 275	Nationality and Registration Mark USA, N9042N
2. Owner	Name (As shown on registration certificate) Stephen C. Mestler	Address (As shown on registration certificate) 1242 Shull Island Road Gilbert, SC 29054

3. For FAA Use Only

4. Unit Identification				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 Donald C. Mestler 122 Canvasback Road Gilbert, SC 29054	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. 1331416
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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 NOVEMBER 23, 2007	Signature of Authorized Individual <i>Donald C. Mestler</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 12-06-07		Certificate or Designation No. 249486536	Signature of Authorized Individual <i>WB Clamp Jr</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.)

Installed Airwolf remote mounted oil filter kit P/N AFC-K007 in accordance with Airwolf installation instructions No. AFC-K007-D-II on Sky (Republic) RC-3 Seabee S/N 275, U.S. Registration Number N9042N. Approval is listed under STC No. SA00024NY (item No. 41) and a copy of said STC is included in the FAA (CAA) approved flight manual. Weight and balance has been updated and revisions made to FAA Approved Flight Manual (AFM), section V, pages 3 and 4.

Other limitations are listed on the Instructions for Continued Airworthiness (ICA) included in the FAA approved flight manual. Aircraft Equipment List revised in AFM.

Oil hose routing and Instructions for Continued Airworthiness (ICA) are included with this submittal (3 pages).

All work was completed in accordance with AC 43.13-1B on November 23, 2007.

*****END*****

☒ Additional Sheets Are Attached

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Form AFC-K007-ICA Revised 10/01/00
Supersedes Form AFC-K007-M1

A/C Make: Republic

Model: RC-3 Seabee

S/N: 275

Reg#: N9042N

Revision: Date: _____

This sixteen item checklist are instructions for Continued Airworthiness (ICA), to comply with FAA Handbook Bulletin for Airworthiness (HBAW-98-18 Dated October 7, 1998), are applicable to the aircraft above when the following equipment is installed.

SYSTEM: Airwolf Remote Mount Oil Filter System

Airwolf Filter Corp
15369 Madison Road
Middlefield, OH 44062



ITEM	CHECKLIST INFORMATION
1.	<p>Introduction: This section briefly describes the aircraft, engine, propeller, or component that has been altered. Include and other information on the content, scope, purpose, arrangement, applicability, definitions, abbreviations, precautions, units of measurement, referenced publications, and distribution of the ICA as applicable.</p> <p>Comment: <u>Republic RC-3 Seabee</u> with Lycoming <u>GO-480-B</u> engine. <div style="display: flex; justify-content: space-around; font-size: small;"> <i>Aircraft Model</i> <i>Engine Model</i> </div> </p>
2.	<p>Description: Of the major alteration, it's function including an explanation of its interface with other systems, if any.</p> <p>Comment: Installation of Airwolf Remote Mounted Oil Filter Kit P/N AFC-K007-D</p>
3.	<p>Control: Operation information: Or special procedures if any.</p> <p>Comment: Pre-heating of both the engine and engine oil is recommended prior to starting the engine during periods of cold weather where the temperature is 30°F or below.</p>
4.	<p>Service information: Such as types of fluids used, servicing points, and location of access panels, as appropriate.</p> <p>Comment: Oil System to be serviced in accordance with Lycoming Service Bulletin 480C or higher. Oil should be changed at least once each 12 months. Cut the old filter open with Airwolf AFC-470 oil filter cutter at each oil change and inspect for metal contamination or any evidence that may indicate impending engine problems.</p>
5.	<p>Maintenance Instructions: Such as recommended inspection/maintenance periods in which each of the major alteration components are inspected, cleaned, lubricated, adjusted, tested, including applicable wear tolerances and work recommended at each scheduled maintenance period. This section can refer to the manufacturer's instructions for the equipment installed where appropriate. (e.g. functional checks, repairs, inspections.) It should also include any special notes, cautions, or warnings as applicable.</p> <p>Comment: Inspect for security at each annual or 100 hr. inspection. After any oil change, always ground run the engine and check for leaks before flight.</p>
6.	<p>Trouble shooting information: Information describing probably malfunctions, how to recognize those malfunctions, and the remedial actions to be taken.</p> <p>Comment: <u>N/A</u></p>
7.	<p>Removal and replacement information: This section describes the order and method of removing and replacing products, parts, and any necessary precautions. This section should also describe or refer to the manufacturer's instructions to make required tests trim checks, alignment, calibrations, center of gravity changes, lifting or shoring, etc., if any.</p> <p>Comment: <u>N/A</u></p>
8.	<p>Diagrams: Of access plates and information, if needed, to gain access for inspection.</p> <p>Comment: <u>N/A</u></p>
9.	<p>Special Inspection requirements: Such as X-ray, ultrasonic testing, or magnetic particle inspection, if required.</p> <p>Comment: <u>N/A</u></p>
10.	<p>Application of protective treatments: To the affected area after inspection and/or maintenance, if any.</p> <p>Comment: <u>N/A</u></p>

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

11.	<p>Data: Relative to structural fasteners such as type, torque, and installation requirements if any.</p> <p>Comment: _N/A</p>
12.	<p>List of special tools: Special tools that are required, if any.</p> <p>Comment: _N/A</p>
13.	<p>For commuter category aircraft: The following additional information must be furnished, as applicable.</p> <ul style="list-style-type: none"> A. Electrical Loads B. Methods of balancing flight controls C. Identification of primary and secondary structures. D. Special repair methods applicable to the airplane. <p>Comment: _N/A</p>
14.	<p>Recommended overhaul periods: Are required to be noted on the ICA when an overhaul period has been set by the manufacturer of a component, or equipment. If there is no overhaul period, the ICA should state for item 14: "No additional overhaul time limitations."</p> <p>Comment: _N/A</p>
15.	<p>Airworthiness Limitation Section: Include any "approved" airworthiness limitations identified by the manufacturer of FAA type Certificate Holding Office (e.g., An STC incorporated in a larger field approved major alteration may have an airworthiness limitation.) The FAA inspector should not establish, alter, or cancel airworthiness limitations without coordinating with the appropriate FAA type Certificate Holding Office. If there are no changes to the airworthiness limitations, the ICA should state for item 15: "No additional airworthiness limitations" or "Not Applicable."</p> <p>Comment: _N/A</p>
16.	<p>Revision: This section should include information on how to revise the ICA. For example, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspection accepts the change by signing Block 3 and including the following statement: "The attached revised/new instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 37.</p> <p>Comment: _A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA Inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 37.</p>

NOTE:

Implementation and Record Keeping: For major alterations performed in accordance with FAA Field Approval policy, the owner operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 92.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry recorded the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated 5/28/98) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

For major alterations performed in accordance with field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO).

For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419b.

For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to the new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 5/28/98). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.