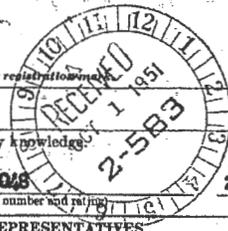


FORM AUA-337 (11-46)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		Form Approved Budget Bureau No. 41-R052.2	
REPAIR AND ALTERATION FORM (AIRCRAFT, PROPELLERS, ENGINES, INSTRUMENTS)					
(SEE REVERSE SIDE OF THIS FORM FOR INSTRUCTIONS)					
1. AIRCRAFT	MAKE Republic Seabee	MODEL BC-3	SERIAL NO. 615	NATIONALITY AND REGISTRATION MARK USA N6386K (570)	
2. OWNER	NAME (First, middle, last) Trade Winds Aviation Co.		ADDRESS (Street and number, city, zone, and State) Room 403, New York Dept. Store Bldg., Sancti Spiritus, Puerto Rico		
3. FILL IN INFORMATION IN THIS ITEM ONLY FOR THE UNIT REPAIRED AND/OR ALTERED					
UNIT	MAKE	MODEL	SERIAL NO.	NATURE OF WORK (Check)	
				MAJOR REPAIR	MAJOR ALTERATION
2. AIRCRAFT	***** (As described in item 1 above) *****				X
4. PROPELLER BLADE OR HUB	Hartzell	BC 12-20-3A	2215		
5. ENGINE	Franklin	6 A8-215-897	23633		
6. INSTRUMENT	TYPE AND MANUFACTURER				
4. AIRCRAFT 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.					
WEIGHT AND BALANCE DATA					
EMPTY WEIGHT (Pounds)* *AFTER the repairs and/or alterations described below were made.		EMPTY CENTER OF GRAVITY (Inches from datum)* 121.05" AFT OF DATUM.		USEFUL LOAD (Pounds)* 997 Normal 657 Utility	
2153					
5. KIND OF AGENCY WHICH MADE REPAIRS AND/OR ALTERATIONS (Check)					
<input type="checkbox"/> MANUFACTURER <input type="checkbox"/> APPROVED REPAIR STATION NO. _____ (Specify)					
<input checked="" type="checkbox"/> CERTIFIED MECHANIC					
6. AGENCY	NAME Dorado Airfield	ADDRESS (Street and number, city, zone, and State) Dorado, Puerto Rico		DATE WORK ACCOMPLISHED 20 Sept. 51	
7. DESCRIPTION OF WORK (ALL WORK MUST BE ACCOMPLISHED IN ACCORDANCE WITH PART 18 OF THE CIVIL-AIR REGULATIONS AND ITS ASSOCIATED CIVIL AERONAUTICS MANUAL IS.) Wings and controls removed. All paint removed and metal surfaces treated with Metal-Prep to stop corrosion. Entire ship then painted with Zinc Chromate Primer, and two coats of white synthetic enamel. All control cables replaced by new cables. Landing gear checked and rigged. All rigging done according to manufacturer's specifications. Rear seat and all upholstery removed. Permanent ballast changes to be used as removable ballast. Removal of lead ballast is satisfactory if loading of ship brings C.G. within approved limits.					
OVER					
If more space is needed, continue on reverse, or attach separate sheets bearing aircraft registration number.					
<input type="checkbox"/> FORWARDED FOR ENGINEERING APPROVAL					
I CERTIFY that the above statements are true and correct to the best of my knowledge.					
Maximo Garcia (Signature of supervising mechanic)		A & E 350046 (Certificate number and rating)		20 Sept 1951 (Date)	
TO BE COMPLETED BY CAA REPRESENTATIVES					
<input checked="" type="checkbox"/> APPROVED	DESIGNEE'S SIGNATURE	NO.	DATE		
<input type="checkbox"/> REJECTED	CAA AGENT SIGNATURE Rodriguez	<input type="checkbox"/> ACCEPTED <input type="checkbox"/> REINSPECTED	DATE 9-20-51		



INSTRUCTIONS

1. This form must be filled out in duplicate each time a major repair and/or alteration is made of an aircraft, propeller, engine, or instrument.
2. When repairs and/or alterations are made which affect the operation limitations set forth in the Airplane Flight Manual or Form ACA-309, the aircraft shall not be returned to service until the operation limitations have been corrected by an authorized representative of the CAA.
3. Certificated mechanics must, in all cases, obtain approval of the repair and/or alteration from the CAA representative prior to returning the article to service.
4. The manufacturer of an aircraft, engine, propeller, or instrument, and a certificated repair station holding the appropriate rating may return the article to service without prior approval of an authorized CAA representative, provided the alteration and/or repair does not change any of the operation limitations.
5. Repair agencies will be guided as follows when completing this form.
 - a. For an Aircraft Repair and/or Alteration—Complete Items 1, 2, 3, 4, 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval prior to returning the article to service. Upon approval, the CAA representative will return the original copy to the mechanic who should submit it to the aircraft owner.
 Manufacturer or Approved Repair Station—Submit original to aircraft owner, forward copy to CAA district office or CAA agent prior to returning article to service.
 - b. For a Component Installed in an Aircraft—Complete Items 1, 2, 3 (b, c, or d, whichever is applicable), 4, 5, 6, and 7. Distribute copies as in a above.
 - c. For a Spare Component—Complete Items 3 (b, c, or d, whichever is applicable), 5, 6, and 7.
 Mechanic—Submit to CAA representative for inspection and approval. When approved, retain both copies of the form with the component until installation on an aircraft. At this time Items 1, 2, and 4 must be completed by the installing agency who will distribute the forms as follows: (No further approval of CAA is required, only a log-book entry by the installing agency is necessary.) After installation, original form should be submitted to aircraft owner, and copy forwarded to the nearest CAA district office or CAA agent.
 Manufacturer or Approved Repair Station—Handle same as for mechanics except that it is not necessary to submit to CAA representative for inspection or approval.

16-34010-2 U. S. GOVERNMENT PRINTING OFFICE

Empty Weight C.G.

Empty Weight	2139	124.13	265514.0
Ballast	52	4.5	234.0
Bank Seat Removed	-40	96.0	-3840.0
Door Upholstery Removed	-8	62.0	-496.0
Cabin " "	-11	56.0	-1056.0

Permanent Life Raft & Mac West

Mac West	21	13.0	273.0
New Empty Weight	2153		260629.0
Empty Weight C.G.	121.05		

Most Forward Loading	Wt.	Arm	Moment	Most Rearward	Arm	Moment
Empty Weight	2153	121.05	260629.0	2153	121.05	260629.0
Pilot	170	62.0	10540.0	170	62.0	10540.0
Passenger Front	170	62.0	10540.0	22.5	136.0	3060.0
Passengers Rear-2	340	96.0	32640.0	107.4	116.0	12458.0
Oil	22.5	136.0	3060.0	Wheels up diff.		2820.0
Min. Fuel 22.9 gal.	107.4	116.0	12458.0	2453		289507.0
Total Weight	2963.0		329887.0			

Most forward C.G. 111.3

Most rearward C.G. 118.02

Approved Forward C.G. Limit—111.9 Approved Aft C.G. Limit— 118.3
Therefore the new C.G. limits fall within approved range.

Difference in radio weight between Bendix now installed and original HalliCrafter is negligible.

OCT 3 1961

FEDERAL AVIATION AGENCY				Form approved Budget Bureau No. 41-2022.4	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)					
1. AIRCRAFT	MAKE REPUBLIC SEABEE	MODEL RC-3	SERIAL NO. 615	NATIONALITY AND REGISTRATION MARK 6386 K	
2. OWNER	NAME (First, middle, last) MARINE INTERNATIONAL DIVING & SALVAGE COMPANY		ADDRESS (Street and number, city, state and State) 1402 WEST 8th ST. ERIE, PA.		
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) *****			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. POWERPLANT	The alteration identified herein complies with applicable airworthiness requirements and is approved only for the above described aircraft				
c. PROPELLER	See item 3 for conformity inspection by a person authorized in CAR 18.11(b).				
d. APPLIANCE	TYPE AND MANUFACTURER		OCT -5 1961 September 28, 1961 Edward Pontarelli General Maintenance Inspector		
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>APPROPRIATE WEIGHT DISTRIBUTIONS DESCRIBED BELOW HAVE BEEN MADE.</small> CE-230 <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	2204.4	121.31		945.6 605.6 LB	
5. CONFORMITY STATEMENT (Complete and check)					
a. AGENCY'S NAME AND ADDRESS		b. KIND OF AGENCY		c. CERTIFICATE NO.	
JOHN RUDOLIN 59819 INDIAN TRAIL NEW HAVEN, MICHIGAN.		<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.)		A & P 11975	
4. 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.					
9/28/1961 <small>(Date repair and/or alteration completed)</small>		John Rudolin <small>(Signature of authorized individual)</small>			
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 proscribed by the Administrator of the Federal Aviation Agency and is					
<input checked="" type="checkbox"/> APPROVED } BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> REJECTED <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input type="checkbox"/> Other (Specify) INSPECTION AUTHORIZATION					
9-28-61 <small>(Date of approval or rejection)</small>		John Rudolin 1A 11975 <small>(Signature of authorized individual; title or identification number)</small>			
7. TO BE COMPLETED ONLY BY FAA PERSONNEL					
<input type="checkbox"/> Forwarded for engineering comment <input type="checkbox"/> See attached memorandum <input checked="" type="checkbox"/> Accepted Oct 3, 1961 <input type="checkbox"/> Reinspected <input type="checkbox"/> Spot Checked <small>(Date)</small> <small>(Date)</small>					
_____ <small>(FAA designation number)</small>		Edward Pontarelli <small>(Signature Flight Standards Inspector)</small>			

A. C. U.
 NOV 6 1961
 GND 5
 DETROIT

INSTRUCTIONS

This form must be completed in duplicate each time a major repair and/or alteration is made of an aircraft, airframe, powerplant, 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 FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

6. DESCRIPTION OF WORK ACCOMPLISHED:

DESCRIPTION OF WORK.

THIS 337 TO COVER WORK ACCOMPLISHED BY (PARTIES OR PERSONS) UNKNOWN TO ME AND TO BRING EQUIPMENT LIST TO DATE.

RE. OIL COOLER:

REMOVED ITEM #102, (OIL COOLER HEAT EXCHANGERS INC.) MODEL 100.

INSTALLED: MODIFIED UNITED AIR PRODUCTS OIL COOLER, MODEL U-3160-D 5. SUBSTANTIATE INSTALLATION AS AIRWORTHY

THIS OIL COOLER ASSY. EXCEPT FOR IMPROVED MOUNTING BASE, SAME AS ASSEMBLY INSTALLED ON REPUBLIC SEABEE MODEL RC-3 SERIAL NO 785 REG NO 6519KOP WHICH THERE WAS, TYPE INSPECTION AUTHORIZATION FORM ACA 316. DATED JUNE 13, 1952 TO FLIGHT SECTION REF. NO. 3-573 F & MANUFACTURING SECTION REF. 3-573 AND WHICH A FORM 337 DATED 11/15/51. APPROVED BY J. GOUSSELIN DATED 6/19/52 AND FORM ACA 316 TYPE INSPECTION AUTHORIZATION, DATED JUNE 13, 1952, SIGNED BY MURRAY B. HALL CHIEF AIRCRAFT ENGINEERING BRANCH. 3-573.

ITEM 202 B. AIRCRAFT SPEC. A-769. STERABLE TAIL WHEEL.

INSTALLED IN ACCORDANCE WITH REPUBLIC SERVICE BULLETIN NO 17.

IN WHICH REPUBLIC FURNISHED ALL PARTS & INSTRUCTIONS FOR INSTALLATION OF STERABLE ASSY.

THE WEIGHT & BALANCE COPIED FROM SERVICE BULLETIN NO. 17. (REPUBLIC AVIATION)

SEE PAGE 2, FOR WEIGHT & BALANCE

71
END

OKLAHOMA CITY, OKLA.

OCT 12 2 32 PM '81

*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.

MAR 18 1964 684 2406

FEDERAL AVIATION AGENCY					Form approved. Budget Bureau No. 41-RSS-1	
MAJOR REPAIR AND ALTERATION FORM (AIRFRAME, POWERPLANT, PROPELLER OR APPLIANCE)						
1. AIRCRAFT	MAKE Republic	MODEL RC-3	SERIAL NO. 615	NATIONALITY AND REGISTRATION MARK 6386K		
2. OWNER	NAME (First, middle, last) Marine International Diving & Salvage Co.		ADDRESS (Street and number, city, zone and State) 1403 West 8th St., Erie, Pa.			
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) *****				X	
b. POWERPLANT						
c. PROPELLER						
d. APPLIANCE	TYPE AND MANUFACTURER					
4. AIRCRAFT WEIGHT AND BALANCE DATA <small>*AFTER the repairs and/or alterations described below were made.</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.						
CATEGORY	EMPTY WEIGHT (Pounds)*	EMPTY CENTER OF GRAVITY (Inches from datum)*		USEFUL LOAD (Pounds)*		
Normal	2224.4	130.0		925.6		
5. CONFORMITY STATEMENT (Complete and check)						
a. AGENCY'S NAME AND ADDRESS			b. KIND OF AGENCY		c. CERTIFICATE NO.	
Robert Smith Box 384 Beaus Point, N.Y.			<input 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.)		AAM 1169513	
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.						
(Date of repair or alteration completed) <u>3/19/64</u>			(Signature of authorized individual) <u>Robert Smith</u>			
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 of the Federal Aviation Agency and is						
3 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED		BY { <input type="checkbox"/> FAA Designee <input type="checkbox"/> Manufacturer <input type="checkbox"/> Canadian Department of Transport Inspector of Aircraft <input type="checkbox"/> FAA Flight Standards Inspector <input type="checkbox"/> Repair Station <input checked="" type="checkbox"/> Other (Specify) Inspection Authorization				
(Date of approval or rejection) <u>3/19/64</u>			(Signature of authorized individual; title or identification number) <u>Robert Smith AAM 1169513</u>			
7. TO BE COMPLETED ONLY BY FAA PERSONNEL						
<input type="checkbox"/> Forwarded for engineering comment		<input type="checkbox"/> See attached memorandum				
<input checked="" type="checkbox"/> Accepted <u>3/19/64</u>		<input type="checkbox"/> Reinspected _____ (Date)		<input type="checkbox"/> Spot Checked _____ (Date)		
REGION GADO FAA designation number <u>17</u>		(Signature Flight Standards Inspector) <u>1-17 J. W. W...</u>				

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 FAA for administrative purposes.

See CAM 18 for detailed instructions concerning the information to be furnished with this form and instructions concerning its preparation.

8. DESCRIPTION OF WORK ACCOMPLISHED:

Installation of spray rails in accordance with Aero Products Engineering, Inc. STC SA2-1253. Permission to use this STC is limited to one aircraft only. Weight change 20 lbs. at Station 73.

Signed: AERO PRODUCTS ENGINEERING, INC.

Per: James S. Addison
James S. Addison - President

Installed Spray rails per dwg. 2039 rev.B	30 lbs. (73)	1460
<u>wt per STC SA2-1253</u>		
Old Empty Weight	2304.4 lbs. (121.31)	267410
New Empty Weight	2324.4 lbs. (120.8)	268870
Pilot & pass.	340 lbs. (62)	21090
Pass. (2 rear)	340 lbs. (96)	32640
Oil	22.5 lbs. (136)	3060
Gas (37.2 gal.)	223.1 lbs. (116)	25879.6
Most forward C.G. location at gross wt.	3160 lbs. (111.5)	351529.6

The most forward C.G. location is 111.5" aft of datum and is within the limits of Spec. A769 rev. 12. As the B.W.C.G. has moved forward only the most forward load condition is computed. It is the pilots responsibility to assure proper loading of the aircraft. Equipment list revised to show the above change.

*If additional space is needed attach additional sheets bearing aircraft nationality and registration mark and date work completed.

Obek block if additional sheets are attached.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Form Approved
Budget Bureau No. 04-R060.1

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

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.

1. AIRCRAFT	MAKE	STOL (Republic)	MODEL	RC-3
	SERIAL NO.	615	NATIONALITY AND REGISTRATION MARK	N6386K
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)	
	Albert Miller		17 Highland Drive East Auroa NY 14052	

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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	B. KIND OF AGENCY	C. CERTIFICATE NO.
STOL Aircraft Corp. Box 175 Norwood, MA 02062	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	21443127
	<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	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/14/82	<i>Joseph M. Grant</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 APPROVED 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	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL
4/14/82	7622329TA	<i>James A. Lovell</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 Lycoming GO-480-G2D6 Engine
Installed Hartzell HC-A3VF-3L/LV8433N Propeller
Aircraft Modified For Engine & Propeller Installation In
Accordance With Drawings & Procedures Covered Under
STC SA282NW

*****END*****

ADDITIONAL SHEETS ARE ATTACHED

Supplemental Type Certificate

Number SA282NW

This certificate, issued to S.T.C. BEE, INC.

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 03 of the Civil Air Regulations. Effective November 13, 1945.

Original Product — Type Certificate Number: A-769

Make: Republic

Model: RC-3

Description of Type Design Change: Installation of Lycoming G0-435 and G0-480 series engines, Hartzell HC-A3X and HC-83X series propellers, new nacelle, engine mount, modified rear spar, and associated systems in accordance with S.T.C. BEE, Inc. Installation Instructions Model 1-LE and Drawing List Report No. 1. These documents shall be maintained as part of the permanent records for the modified aircraft.

Limitations and Conditions: The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to other aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, Addendum SA282NW, and S.T.C. BEE, Inc. Approved Airplane Flight Manual Supplement shall be maintained as part of the permanent records for the modified aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: December 29, 1976

Date reissued:

Date of issuance: April 13, 1976

Date amended:



By direction of the Administrator

D. L. Riegen
(Signature)

Acting Chief, Engineering and Manufacturing Branch

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate

(Continuation Sheet) April 13, 1976

Number SA282NW

SUPPLEMENTAL TYPE CERTIFICATE ADDENDUM NO. SA282NW

The conditions and limitations of Type Certificate Data Sheet No. A-769 apply except as follows:

The Supplemental Type Certificate Addendum, which is part of STC SA282NW, prescribes the conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Civil Air Regulations. A copy of this STC Addendum is required to be maintained as part of the permanent records for the modified aircraft.

SUPPLEMENTAL TYPE CERTIFICATE HOLDER: S.T.C. BEE, INC.

I. MODELS RC-3, 4PCLM (NORMAL CATEGORY) AS MODIFIED BY STC SA282NW.

Engine: Lycoming G0-435 and G0-480 series

Fuel: See Engine Data Sheet as follows:

<u>Engine</u>	<u>TC DATA Sheet</u>
G0-435 series	E-299-16
G0-480 series	E-275-10

Propeller: Hartzell HC-A3X (Data Sheet No. P-913-11)
Hartzell HC-83X (Data Sheet No. P-884-12)

Propeller-Engine Combinations:

The maximum and minimum propeller diameters that can be used from a vibration standpoint are shown below. No reduction below the minimum diameter listed is permissible, since this figure includes the diameter reduction allowable for repair purposes.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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

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.

1. AIRCRAFT	MAKE STOL (Republic)	MODEL RC-3
	SERIAL NO. 615	NATIONALITY AND REGISTRATION MARK N6386K
2. OWNER	NAME (As shown on registration certificate) Albert Miller	ADDRESS (As shown on registration certificate) 17 Highland Drive East Aurqa NY 14052

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 STOL Aircraft Corp. Box 175 Norwood, MA 02062	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. 21443127
---	--	--------------------------------

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 4/14/82	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph M. Grant</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 APPROVED 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 4/14/82	CERTIFICATE OR DESIGNATION NO. 1677329IA	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James A. Grant</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 Stewart-Warner Model 940-F Heater
With Drawings & Procedures Covered Under
STC SA57NE

*****END****

ADDITIONAL SHEETS ARE ATTACHED

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA57NE

This certificate, issued to STOL Aircraft Corporation
P.O. Box 175
Norwood, Massachusetts 02062

*certifies that the change in the type design for the following product with the limitations and conditions
therefor as specified hereon meets the airworthiness requirements of Part 03 of the Civil Air
Regulations.*

Original Product — Type Certificate Number A-769
Make: Republic
Model: RC-3

Description of Type Design Change. Installation of Stewart-Warner Model 940-F
Heater in accordance with United Consultants Corporation Drawing 67-022300,
dated 8/3/65, and E.O. 67-022300, dated 3/23/82.

Limitations and Conditions 1. This approval should not be incorporated in any air-
craft of this specific model on which other approved modifications are incorpo-
rated, unless it is determined that the interrelationship between this change
and any of those previously incorporated approved modifications will not intro-
duce any adverse effect upon the airworthiness of the aircraft.

2. STOL Aircraft Corporation Supplement No. 2 to the
Airplane Flight Manual for Republic Model RC-3 airplane is required with
this change. (cont'd)
*This certificate and the supporting data which is the basis for approval shall remain in effect until sur-
rendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the
Federal Aviation Administration.*

Date of application March 23, 1982
Date of issuance March 30, 1982

Date issued
Date amended



By *Signature of the Administrator*
Arthur J. Pidgeon
(Signature)
Arthur J. Pidgeon
Chief, Boston Aircraft Certification Branch
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number

Limitations and Conditions (continued)

3. With the heater installed and connected for operation, a hand fire extinguisher accessible to the pilot during flight must be installed.

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-2-1 (10-69)

This certificate may be transferred in accordance with FAR 21.47.

PAGE 2 OF 2 PAGES

FAA AC 72-4435

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

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.

1. AIRCRAFT	MAKE STOL (Republic)	MODEL RC-3
	SERIAL NO. 615	NATIONALITY AND REGISTRATION MARK N6386K
2. OWNER	NAME (As shown on registration certificate) Albert Miller	ADDRESS (As shown on registration certificate) 17 Highland Drive East Aurora NY 14052

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION

5. TYPE

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	B. KIND OF AGENCY	C. CERTIFICATE NO.
STOL Aircraft Corp. Box 175 Norwood, MA 02062	<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC	AP 1898863
	<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 4/14/82	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>August M. Capella</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 APPROVED 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 4/14/82	CERTIFICATE OR DESIGNATION NO. 16773291A	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>James J. Lovel</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 STOL Aircraft Corp. Electric Hydraulic Pump
System In Accordance With Drawings & Procedures Covered
Under STC SA853EA

*****END*****

ADDITIONAL SHEETS ARE ATTACHED

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA853EA

This certificate, issued to STOL Aircraft Corporation
P. O. Box 175 (Norwood Airport)
Norwood, Massachusetts 02062

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product — Type Certificate Number: A-769
Make: Mael (Republic)
Model: RC-3

Description of Type Design Change:

Installation of STOL Aircraft Corporation Electric Hydraulic Pump System per Drawing No. 67-058900 Rev. A dated 12 March 1970.

Limitations and Conditions: 1. STOL Aircraft Corporation Airplane Flight Manual Supplement No. 1 FAA approved 19 November 1970, required with this installation.

This approval should not be incorporated in any aircraft of this specific model on which other approved modifications are incorporated, unless it is determined that the interrelationship between this change and any of those previously incorporated approved modifications will not introduce any adverse effect upon the airworthiness of the aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: 21 May 1970

Date issued:

Date of issuance: 19 November 1970

Date amended:



By direction of the Administrator

W. F. Norton
W. F. NORTON (Signature)

Chief, Engineering and Manufacturing Branch
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.



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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <p style="text-align: center;">Republic</p>	Model <p style="text-align: center;">Seabee RC-3</p>
	Serial No. <p style="text-align: center;">615</p>	Nationality and Registration Mark <p style="text-align: center;">U.S.A. N6386K</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">Bill Bardin</p>	Address (As shown on registration certificate) <p style="text-align: center;">2203 Redman Road Brockport, N.Y. 14420</p>

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 JAR-Tech Avionics 4906 Pine Hill Road Albion, N.Y. 14411	B. Kind of Agency <input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. QQJR698R
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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 <p style="text-align: center;">12-10-94</p>	Signature of Authorized Individual <p style="text-align: center;"><i>[Signature]</i></p> <p style="text-align: right;">115440210</p>
---	---

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	Inspection Authorization	Other (Specify)
	FAA Designee	X	Repair Station	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <p style="text-align: center;">12-10-94</p>	Certificate or Designation No. <p style="text-align: center;">QQJR698R</p>	Signature of Authorized Individual <p style="text-align: center;"><i>[Signature]</i></p> <p style="text-align: right;">115440210</p>
--	---	---

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 the following equipment per manufacturer's instructions:

King KA134 s/n 12125 audio panel.

King KT-76A s/n 98205 transponder with KA42 antenna.

ACK A-30 s/n 45371 altitude encoder.

ACK E-01 s/n 012500 ELT and Antenna.

Sigtronics Intercom SPO-20 s/n 47477.

Auxiliary Power jack.

After the encoder was installed, the aircraft static system checked IAW 91.411 and found to comply with part 23.1325 para 2i.

The transponder and encoder were checked IAW 91.413 and 91.217 respectively and found to comply with part 43 appendix f and e.

IAW FAR 23.1351, electrical load was checked. Maximum continuous load does not exceed 80% of alternator output.

The above installation has been static load tested to the following:

3 g up

9 g forward

6 g down

1.5 g side-to-side

and was found to meet FAR 23.1561 requirements. No permanent deformation of structure was evident.

The above installation has been functionally checked in accordance with the manufacturer's instructions and found to meet FAR 23.1301 and FAR 23.1431 requirements.

The Aircraft weight and balance, log books, and equipment list have been changed to reflect the above change.

----- END -----

Additional Sheets Are Attached

JAR-Tech Avionics
 Pine Hill Airport
 4906 Pine Hill Road
 Albion, N.Y. 14411
 Repair Station No. QQJR698R

REVISED WEIGHT AND BALANCE

OWNER Bill BARDEN DATE 12-3-94

AIRCRAFT MAKE REPUBLIC RC-3 SERIAL No. 615 TAIL No. N6386A

PREVIOUS EMPTY WEIGHT: WEIGHT 2374 ARM 126.32 MOMENT _____

EQUIPMENT REMOVED:

DESCRIPTION	WEIGHT	ARM	MOMENT
<u>MARCO MK-12A S/N 33A59</u>	<u>5.1 LBS</u>	<u>39</u>	<u>198.9</u>
<u>MARCO T-24MP-12A1 S/N 57F54</u>	<u>3.9 LBS</u>	<u>50</u>	<u>195.0</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

EQUIPMENT INSTALLED:

<u>MX-12 S/N 0343</u>	<u>4.5</u>	<u>39</u>	<u>175.5</u>
<u>KING KA134 S/N 12125</u>	<u>1.0</u>	<u>39</u>	<u>39.0</u>
<u>K7-26A S/N 98205</u>	<u>3.1</u>	<u>39</u>	<u>120.90</u>
<u>KA-60 A-5. E CABIN</u>	<u>3.0</u>	<u>114</u>	<u>342.00</u>
<u>ACK A-30 S/N 45371 ENCODER</u>	<u>0.5</u>	<u>39</u>	<u>19.50</u>
<u>ACK E-01 ELT S/N 012500</u>	<u>3.3</u>	<u>137</u>	<u>452.1</u>
<u>SIGTRON SICO SPD-20 S/N 47477</u>	<u>0.3</u>	<u>41</u>	<u>12.3</u>

TOTAL: _____

NEW EMPTY WEIGHT: _____

NEW EMPTY WEIGHT C/G: _____

NEW USEFUL LOAD: _____

SIGNED *Russell Hinkel*

CERT. No. 115440210

JUN 4 1997



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

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification
077 AEA-FSDO-23

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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <i>REPUBLIC</i>	Model <i>RC-3</i>
	Serial No. <i>615</i>	Nationality and Registration Mark <i>N6386K</i>
2. Owner	Name (As shown on registration certificate) <i>WILLIAM BARDIN</i>	Address (As shown on registration certificate) <i>2203 REDMAN RD. BROCKPORT NY 14420</i>

3. For FAA Use Only

4. Unit Identification

5. Type

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	<i>..... (As described in Item 1 above)</i>				<i>XXX</i>
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address <i>GERRY A. SALZANO 2400 COLBY ST. BROCKPORT NY 14420</i>	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. <i>IA 119621083</i>
---	--	---

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 <i>JUNE 4 1997</i>	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 <i>JUNE 4 1997</i>	Certificate or Designation No. <i>IA 119621083</i>	Signature of Authorized Individual <i>[Signature]</i>		

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft records. 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.)

COMPLETED INSTALLATION OF REPLACEMENT TAIL WHEEL TIRE AND TAIL WHEEL RIM ASSEMBLY IN ACCORDANCE WITH ATTICUS STEVEN HENSLEY STC #SA3601SW REFERENCE EDMOND F. FREEMAN REPORT NO. II, REVISION C, DATED 04/07/86, AND REPORT NO. III, REVISION B, DATED 04/07/86. WEIGHT AND BALANCE AMENDED, OPERATORS MANUAL AMENDED, EQUIPMENT LIST AMENDED AS REQUIRED. THIS INSTALLATION HAS BEEN DETERMINED TO BE COMPATIBLE WITH ALL PREVIOUSLY APPROVED MODIFICATIONS.

COMPLETED INSTALLATION OF AMPHIBIAN LANDING GEAR POSITION ADVISORY SYSTEM IN ACCORDANCE WITH LAKE & AIR, STC #SA39CH, REFERENCE INSTALLATION MANUAL AS LISTED ON AML NO. SA39CH. WEIGHT AND BALANCE AMENDED, OPERATORS MANUAL AMENDED, EQUIPMENT LIST AMENDED AS REQUIRED. ELECTRICAL LOAD ANALYSIS FOUND WITHIN 80% OF THIS AIRCRAFT ELECTRICAL SYSTEM LOAD CAPABILITIES. THIS INSTALLATION HAS BEEN DETERMINED TO BE COMPATIBLE WITH ALL PREVIOUSLY APPROVED MODIFICATIONS. A COPY OF THE THIS STC CERTIFICATE AND FAA APPROVED MODEL LIST (AML) NO. SA39CH AMENDED JANUARY 17, 1996, SHALL BE MAINTAINED AS PART OF THE PERMANENT RECORDS FOR THIS AIRCRAFT.

-----END-----

Additional Sheets Are Attached



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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make <p style="text-align: center;">REPUBLIC</p>	Model <p style="text-align: center;">RC-3</p>
	Serial No. <p style="text-align: center;">615</p>	Nationality and Registration Mark <p style="text-align: center;">N6386K</p>
2. Owner	Name (As shown on registration certificate) <p style="text-align: center;">BILL BARDIN</p>	Address (As shown on registration certificate) <p style="text-align: center;">2203 REDMAN RD. BROCKPORT, NY 14420</p>

3. For FAA Use Only

OCT 15 1998

The alteration (or repair) identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR Part 43, Section 43.73

This approval is only for this aircraft make, model and serial number.

AEA-FSDO-23

EDWARD J. DICK
AIRWORTHINESS INSPECTOR

Edward J. Dick

DATE: 10/9/98 APPROVING INSPECTOR

4. Unit Identification

Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	~~~~~ (As described in Item 1 above) ~~~~~				
POWERPLANT	LYCOMING	GO 480-G206	RL-1339-34		XX
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.
JERRY A. SALZANO 2400 COLBY ST. BROCKPORT, NY 14420	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	IA 119621083
	<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 <p style="text-align: center;">10/9/98</p>	Signature of Authorized Individual
--	--

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. Standard 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 <p style="text-align: center;">10/9/98</p>	Certificate or Designation No. <p style="text-align: center;">IA 119621083</p>	Signature of Authorized Individual
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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 FOLLOWING INSTALLATION IS TO INCLUDE IN THE ENGINE'S OIL SYSTEM, A SPIN ON OIL FILTER IN ADDITION TO THE EXISTING OIL SCREEN. INSTALLED AIRWOLF FILTER CORP. P#AFC-K007-D LYCOMING FIREWALL FILTER KIT. INSTALLATION COMPLETED IN ACCORDANCE WITH EA-AC 43:13 1A&2A, REFERENCE AIRWOLF FILTER CORPORATION STC SA00024NY, INSTALLATION INSTRUCTIONS NO. AFC-K007-A-II AND ASSEMBLY DRAWING# AFC-D-0025. UNIT MOUNTED INTERIOR OF THE ENGINE COWLING COMPARTMENT AT FUSELAGE STATION 144.0 LEFT OF THE ENGINE. THIS FILTER INSTALLATION HAS BEEN ROUTED IN RELATION TO OIL FLOW, IN SERIES WITH THE OIL COOLER. THE ENGINE TO OIL COOLER LINE HAS BEEN REMOVED. FILTER INLET HOSE P#124007-10CR-0250 TAPPED INTO EXISTING PRESSURE PORT LABELED "TO OIL COOLER". FILTER OUTLET HOSE P#124003-10CR-0130 TAPPED INTO EXISTING PORT LOCATED AT OIL COOLER. 2 EACH HOSES FABRICATED AND APPROVED BY SKYPAC PARTS AND SUPPLY CORPORATION UNDER WO#6370 DTD 04-10-98. IT HAS BEEN DETERMINED THAT THIS INSTALLATION IS COMPATIBLE WITH ALL PREVIOUSLY INSTALLED APPROVED ALTERATIONS. A COPY OF THIS STC INCLUDING AIRWOLF FILTER CORPORATION CONTINUED AIRWORTHINESS INSTRUCTIONS AFC-K007-MI SHALL BE MAINTAINED AS PART OF THE AIRCRAFTS PERMENENT RECORDS. AIRCRAFT OPERATORS MANUAL, EQUIPMENT LIST, AND WEIGHT AND BALANCE HAVE BEEN AMENDED TO REFLECT THIS CHANGE.-----END-----.

Additional Sheets Are Attached



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 a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

1. Aircraft	Make "CEE BEE" REPUBLIC	Model RC-3
	Serial No. 615	Nationality and Registration Mark N6386K
2. Owner	Name (As shown on registration certificate) BARDIN, WILLIAM J.	Address (As shown on registration certificate) 2203 REDMAN RD. BROCKPORT NY 14420

3. For FAA Use Only

The alteration (or repair) identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorized in FAR 43.9, Section 43.7.

This approval is only for this aircraft make, model and serial number.

AEA-FSDO-23

EDWARD J. DICK
AIRWORTHINESS INSPECTOR

DATE **15 1998**

APPROVING INSPECTOR *Edward J. Dick*

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.
JERRY A. SALZANO 2400 COLBY ST. BROCKPORT NY 14420	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	IA 119621083
	<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	Signature of Authorized Individual
------	------------------------------------

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 Flt. 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		Certificate or Designation No. IA 119621083	Signature of Authorized Individual		

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 FOLLOWING INSTALLATION IS TO INSTALL IN ADDITION TO THE EXISTING RUDDER GROUND ADJUSTABLE TRIM TAB AN IN FLIGHT COCKPIT CONTROLLED ELECTRICALLY ADJUSTABLE RUDDER TRIM TAB, AERO-TRIM, INC. M#400 S#4457, CONSISTING OF COCKPIT MOUNTED COMBINATION RUDDER TAB POSITION INDICATOR/ROCKER TYPE CONTROL SWITCH, PULLABLE CIRCUIT BREAKER, WIRING, TAB CONTROLLING SERVO AND PUSH PULL ROD ASSY, AND HINGED TRIM TAB. THE FOLLOWING INSTALLATION HAS BEEN COMPLETED IN ACCORDANCE WITH EA-AC 43:13 1A&2A, AND REFERENCING AERO-TRIM INC. INSTALLATION INSTRUCTIONS. MOUNTED RUDDER TRIM TAB INDICATOR/ROCKER SWITCH ASSY. AT INSTRUMENT PANEL (UPPER LEFT CORNER IN FULL VIEW AND ACCESS OF PILOT SEAT POSITION) FUSELAGE STATION 40.0. INSTALLED 1 AMP PULLABLE CURCUIT BREAKER POTTER & BRUMFIELD P#W23X1AG-1 AT LOWER CENTER CURCUIT BREAKER PANEL STAION 37.0. ROUTED AND SECURED AS NECESSARY AVIATION GRADE 22GA. WIRE TO RUDDER. REMOVED LOWER 9.25 INCHES OF EXISTING GROUND ADJUSTABLE FIXED TAB FROM RUDDER (TOTAL TAB SIZE IS 25"X 2.25") INSTALLED AERO-TRIM HINGED TRIM TAB AT THE SAME CENTER LINE LOCATION AS REMOVED SECTION OF TAB AS NOTED, USING 3/32 POP-RIVETS. INSTALLED RUDDER MOUNTED SERVO AT SAME CENTER LINE AS NOTED ON RUDDER, USING 3/32 POP-RIVETS PARALLEL TO THE INSTALLED AERO-TRIM TAB. ROUTED WIRING FROM VERTICAL STABILIZER TRAILING EDGE TO RUDDER LEADING EDGE USING 1/4" HOLE AND GROMMET AS REQUIRED. SYSTEM ELECTRICALLY WIRED TO AIRCRAFT MAIN BUSS BAR. ALL COMPONENTS AND MATERIALS USED FOR THIS INSTALLATION HAVE A TOTAL WEIGHT OF LESS THAN 1 LB. FINAL RIGGING COMPLETED IN ACCORDANCE WITH AERO-TRIM INC. RIGGING INSTRUCTIONS. FINAL OPERATIONAL CHECK OF SYSTEM INCLUDING ROCKER SWITCH, INDICATOR OPERATION, SERVO OPERATION, TAB TRAVEL AND CURCUIT BREAKER OPERATION COMPLETED SATISFACTORY. IT HAS BEEN DETERMINED THAT THIS INSTALLATION IS COMPATIBLE WITH ALL PREVIOUSLY INSTALLED APPROVED ALTERATIONS. ELECTRICAL LOAD ANALYSIS FOUND WITHIN 80% OF THIS AIRCRAFT CONTINUOUS LOAD CAPABILITY. PILOTS OPERATING MANUAL AMENDED USING AERO-TRIM INC. FLIGHT MANUAL SUPPLEMENT. A COPY OF THE AERO-TRIM INSTALLATION INSTRUCTIONS AND CONTINUED AIRWORTHINESS INSTRUCTIONS SHALL BE MAINTAINED AS PART OF THE AIRCRAFTS PERMANENT RECORDS. EQUIPMENT LIST AND WEIGHT & BALANCE HAVE BEEN AMENDED AS REQUIRED TO REFLECT THIS CHANGE.-----END-----

Additional Sheets Are Attached



aero-trim, inc.
1130 102 Street
BAY HARBOR, FL. 33154

(305) 864-3336

FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT
OR
PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL
SUPPLEMENT FOR:

REC. NO. _____
SER. NO. _____

This Supplement must be attached to the applicable FAA Approved Airplane Flight Manual (AFM) or "Pilot's Operating Handbook and FAA Approved Airplane Flight Manual" (POH/AFM) when the Aero-Trim Model 400 Electric Aileron and Rudder Trim Systems are installed in accordance with STC. The information contained herein supplements or supersedes the information of the basic AFM or POH/AFM only in those areas listed herein. For limitations, procedures, and performance information not contained in this Supplement, consult the basic AFM or POH/AFM.

GENERAL. Aileron and Rudder Trim Tabs are controlled by two separate systems, each having its own Indicator, Servo and Trim Tab. One indicator is labeled AILERON TRIM; the other indicator is labeled RUDDER TRIM. Each has its own control switch located in the dial face.

Servo units located in the Aileron and Rudder move the Trim Tabs to the desired position. The Servos free-wheel at the extremes of travel in either direction.

LIMITATIONS. No change.

NORMAL PROCEDURES

FOR AILERON TRIM. Depressing the switch to the LWD position lowers the Left wing. When the switch is depressed to RHD, the opposite action occurs. The switch returns to the center-off position when released.

FOR RUDDER TRIM. Depressing the switch to the L position causes the airplane to yaw left, and depressing to R causes right yaw. The switch returns to a center-off position when released.

EMERGENCY PROCEDURES. None. Extreme tab positions are easily overridden manually. Power is removed by pulling the circuit breaker.

PERFORMANCE. No change.

FAA APPROVED _____
Chief, Engineering and
Manufacturing Branch
Southern Region

DATE _____

Above is the FAA approved MASTER COPY from which all POH supplements are made. All POHs are identical and impart the same information except for your airplane registration and serial number fill-in and the make and model for applicability. Certified copies of the original signed POH are available for \$5.00 each with a SASE.

Note: All aircraft certified and STC'd after Jan.1,1989 no longer need any POH document other than the above.

STC LIST

SA1291SO Cessna 140A
SA1292SO Cessna 150, A, B, C, D, E, F, G, H, J, K, L, M, A150K, A150L, A150M, 152, A152
SA1293SO Cessna 170A, 170B
SA1294SO Cessna 172, A, B, C, D, E, F, G, H, I, K, L, M, N, P
SA1295SO Cessna 172RQ, P172D, R172E, R172F, R172G, R172H, R172J, R172K, 175, A, B, C
SA1140SO Cessna 177, 177A, 177B
SA1132SO Cessna 177RG
SA1296SO Cessna 180, A, B, C, D, E, F, G, H, J, K
SA1297SO Cessna 182, A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R, R182, T182, TR182
SA1298SO Cessna 185, A, B, C, D, E, A185E, A185F
SA1157SO Cessna 206
SA1019SO Cessna 210
SA1170SO Cessna 336
SA1166SO Cessna 337, A, B, C, D, E, F, G, H, T337B, C, D, E, F, G, H
SA1044SO Piper PA23-160, PA23, PA23-235, 250
SA1045SO Piper PA24-180, 250, 260
SA1216SO Piper PA28-140, 150, 160, 180, 235, PA28S-160, 180, PA28-R180, PA28-R200
SA1046SO Piper PA28-151, 161, 181, RT-201, RT-201T, 28R-201T, 28-R201, 28-236
SA1090SO Piper PA30, 39
SA1026SO Piper PA32-260, 300, R-300, S300, RT300, 300T
SA1892SO Piper PA32-301, 301T, R-301, R301T
SA1217SO Piper PA34-200, 200T
SA1111SO Mooney M20B, C, D, E, F, G, J, K,
SA1204SO Mooney M22
SA1680SO Beech 19A, B19, M19, 23, A23, A23A, A23-19, A23-24, B23, A24, A24R, B24R, C24R
SA1210SO Beech V-tails 35, A35, B35, C35, D35, E35, F35, G35, 35R
SA1211SO Beech V-tails H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B
SA1836SO Beech Straight tails 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 333, 333A, B33, rudder trim 333A, 333C, 333, 333A, 333C, G33, 36, A36, A36TC, B36TC
SA1133SO Gulfstream American AA-5, AA5A, AA5B
SA1245SO Rookwell Commander 112, 112B, 112TC, 112TOA, 114, 114A
SA1288SO Eroo 415C, 415CD
SA1287SO Eroo, Forney, Alon Eroo 415D, E, G, ForneyF-1, F-1A, Alon A-2, A2-A
SA1219SO Navion A, B, C, D, E, F, G, H, for both Aileron and Rudder
SA1305SO Aerostar 600, 601, 601P, 602P, Piper PA60-600, 601, 601P, 602P, 700P
SA1142SO Lake LA-4, 4A, 4-200 for both aileron and rudder
SA2071SO Piper PA24-400
SA2151SO Maule M-4, -5, -6, -7, and MX-7 Series
SA2330SO Mooney Rudder trim M20B, C, D, F, G, J, K, L
SA2884SO Piper Seminole PA44-180, -180T
SA2885SO Gulfstream Aerospace (Yankee) AA-1, -1A, -1B, -1C

Certified copies of STCs or POHs are \$5.00 ea. with a SASE

HOW TO TRIM YOUR AIRPLANE FOR MAXIMUM PERFORMANCE

Carry something hefty but useful like a survival kit as far aft in your baggage compartment as possible to give your plane a slight aft CG loading. This aft loading will force you to trim your nose down more than usual thereby flattening your angle of attack and reducing drag.

Immediately after climb-out, when you relax your engine, adjust the rudder trim and center the ball best you can. Release the controls and level the wings with your new aileron trim. Recenter the ball if necessary and relevel the wings. Note the rudder trim indication for future reference.

NOW engage the autopilot. At least once an hour, if you want to fly airline style, disengage your autopilot and relevel the wings to compensate for inflight changes. Re-engage autopilot. You will note also that your autopilot or wing leveler will no longer fly you sideways.

REMEMBER: Always trim your airplane BEFORE engaging the autopilot.

Avoid excessive fuel valve turning as valves wear out with use and can stop the fuel supply to your engine. A trimmed airplane performs to its potential. The better you trim the more performance you'll get.

Happy flying!



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 appendix b, and AC43.9-1(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 a 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
	Serial No. 615	Nationality and Registration Mark USA N6386K
2. Owner	Name (As shown on registration certificate) Bardin G. William	Address (As shown on registration certificate) 2203 Redman Road Brockport, N.Y. 14420

The data hereon herein compiled 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. This approval is only for this aircraft make, model and serial number.

APPROVING INSPECTOR *Robert J. Gorch* AEA FSDO 23
DATE *7-22-02*

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer				

6. Conformity Statement

A. Agency's Name and Address	B. Kind of Agency	C. Certificate No
Boshart Enterprises and Aircraft Services Inc. Genesee County Airport Batavia, NY 14020	<input type="checkbox"/> US Certificated Mechanic	B2ER144J
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" 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 July 9, 2002	Signature of Authorized Individual <i>M.A.K.</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	<input type="checkbox"/> FAA Fit. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection <i>7/23/02</i>	Certificate or Designation No. B2ER144J	Signature of Authorized Individual <i>M.A.K.</i>
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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alteration 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 the following equipment:

Narco UGR-2 Glideslope Receiver	Narco VOA-9 CDI
Narco T-24 Power/Audio Unit	Narco CLC-60 RNAV
TKM MX12 Nav/Com	Sigtronics SPO-20 Intercom
King KA134 Audio Panel	

Installed the following equipment:

PS Engineering PMA7000S audio panel I/A/W manufacturers installation manual P/N 200-070-0012 Rev 12 dated 9/00.

Garmin GNC300XL GPS/Com I/A/W manufacturers installation manual P/N 190-00067-22 Rev. E dated 9/00.

Garmin GI-102A CDI I/A/W manufacturers installation manual P/N 190-00180-00 Rev. C dated 4/01.

King KY196 Comm I/A/W manufacturers installation manual P/N 006-00169-0003 dated 9/83.

GPS has been placarded "For VFR Use Only" until flight supplement manual is prepared and approved.

Weight and balance and equipment list have been updated.

As per FAR23.1351, the electrical load was checked. Maximum continuous load does not exceed 80% of the alternator output.

All wiring and installation was done per manufacturer's installation manuals and AC43.13-1B, chapter 11, paragraph 11.31, 32, 33, 66, 67.

The above installation has been static load tested to the following:

3g up
9g forward
6g down
1.5g side-to-side

and was found to conform to AC43.13-2A; chapter 1, paragraphs 2 & 3 requirements. No permanent deformation of structure was evident.

The system will be maintained in accordance with the manufacturer's instructions and inspected at the aircraft annual as per FAR part 43, appendix D, to ensure continued compliance.

The above installation has been functionally checked in accordance with the manufacturer's instructions and found to meet FAR23.1301 and FAR23.1431 requirements.

End

Additional sheets are Attached

INSTRUCTIONS: Print or type all entries see FAR 43.9 appendix b, and AC43.9-1(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 a 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
	Serial No. 615	Nationality and Registration Mark USA N6386K
2. Owner	Name (As shown on registration certificate) Bardin G. William	Address (As shown on registration certificate) 2203 Redman Road Brockport, N.Y. 14420

The data identified herein complied 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. This approval is only for this aircraft make, model and serial number. 3. For FAA Use Only

APPROVING INSPECTOR **AEA-FSDO-23**

DATE 7/30/02

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No	Repair	Alteration
AIRFRAME	~~~~~ (As described in item 1 above) ~~~~~			<input type="checkbox"/>	<input checked="" type="checkbox"/>
POWERPLANT				<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER				<input type="checkbox"/>	<input type="checkbox"/>
APPLIANCE	Type			<input type="checkbox"/>	<input type="checkbox"/>
	Manufacturer				

6. Conformity Statement		
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No
Boshart Enterprises and Aircraft Services Inc. Genesee County Airport Batavia, NY 14020	<input type="checkbox"/> US Certificated Mechanic	B2ER144J
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input checked="" 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	Signature of Authorized Individual
July 26, 2002	

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	<input type="checkbox"/> FAA Flt. Standards Inspector	<input type="checkbox"/> Manufacturer	<input type="checkbox"/> Inspection Authorization	Other (Specify)
	<input type="checkbox"/> FAA Designee	<input checked="" type="checkbox"/> Repair Station	<input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
<u>8/2/02</u>	B2ER144J	

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alteration 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.)

This 337 is a follow up on 337 form dated July 23, 2002 for the Garmin GNC300XL GPS/Com.

The Garmin GNC300XL GPS is a TSO-C129a Class A1 GPS supplemental navigation system installed for use under VFR or IFR conditions for oceanic enroute, terminal, and non-precision approach operations.

The Garmin GNC300XL has been STC'D for en-route, terminal, and non-precision approach IFR operations in a Piper PA-32 Series Aircraft under STC No. SA00640WI. This installation data was reviewed and used as a reference in accomplishing the installation.

The Garmin GNC300XL was installed, and tested in accordance with Apollo GX50 installation manual No. 190-0067-22 Rev. E.

An FAA approved Flight Manual Supplemental dated 7/30/02 will be placed in the aircraft records. See attachment.

A date evaluation in accordance with FAA AC20-138 was performed to evaluate installation of peculiar items such as antenna location, cockpit layout, electrical load, and system interfacing.

The unit was given a post installation checkout in accordance with the manufacturers installation manual Section 4 in all areas applicable to the Garmin GNC300XL GPS and flight tested in accordance with the same manufacturers installation manual and FAA AC20-138 paragraph 8.

Maintenance Requirements: To ensure integrity, this system will be checked in accordance with the manufacturers maintenance manual and a functional test as incorporated into the controller through the use of the functional selector switch and associated indicating modes. The system will be maintained as prescribed in FAA AC20-138. This installation and IFR approval is predicted on the RNAV system being maintained in accordance with the manufacturers maintenance manual during any maintenance performed on the system.

The functional check has to be performed prior to IFR operations.

End

Additional sheets are Attached

United States Of America
Department of Transportation - Federal Aviation Administration

Supplemental Type Certificate

Number SA3601SW

This Certificate issued to Atticus Steven Hensley
1207 Wenlow Drive
Murfreesboro, TN 37130

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product - Type Certificate Number: A-769
Make: STOL (Republic)
Model: RC-3

Description of Type Design Change:

Installation of replacement tail wheel tire and tail wheel rim assembly in accordance with Edmond F. Freeman Report No. II, Revision C, dated 4/7/86, and Report No. III, Revision B, dated 4/7/86, or later FAA approved revision.

Limitations and Conditions:

Compatibility of this modification with other previously approved modifications must be determined by the installer.

Gill Garden is authorized one time use of this STC on his RC-3
This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: January 23, 1986

Date reissued: July 24, 1996

Date of issuance: April 10, 1986

Date amended:



By direction of the Administrator

A. J. Merrill
(Signature)

A. J. Merrill
Manager, Special Certification Office
Southwest Region

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

EDMOND F. FREEMAN Report No. II, Revision C, dated 4-7-86, and Report No. III, Revision B, dated 4-7-86

The complete text of Freeman report No. II and No. III is available to our customers on request from Freeman Conversions, 1875 Earnest Rd, Chuckey, Tn 37641. The following excerpts will be used as a guide for the installation of STC # SA3601SW.

Report II, Page 7, Revised 4-7-86 PARTS LIST

Quantity	Manufacturer	Nomenclature	Part Number
2	Timken	Cone	L21549
2	Timken	Cup	L21511
2	Freeman	Spacer	Eff-1117
2	Scott	Retainer	Eff-1863
2	Freeman	Spacer	Eff-3227
1	--	washer	MS200002-9L
1	Scott	Tire\wheel Assy	3245-1 (modified)
1	--	Bolt (axle)	AN 10-63
1	--	Nut	AN 310-10
2	--	Washer	AN 960-1016
1	--	Pin	AN 380-4-4
1	--	Fitting, Lube	MS 15002-1

(Breakdown of Scott Assy.)

2ea. 3227 Spacer (not used)
2ea. 1863 Retainer (modified)
2ea. 1862 Spacer
2ea. 13286 Cone (not used)
2ea. 13287 Cup (not used)
4ea. 18438 Bolt
2ea. 2598 Hub (modified)
1ea. 2602 Gasket
1ea. 10x350-4, 4ply tire
1ea. 350\410-4, tube

*lin Assuming your axle is O.K.
If not - you can make a new one by drawing ANHO-63 EFF*