



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
11/30/2007

Electronic Tracking Number

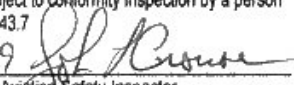
For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N9042N	Serial No. 275	
	Make REPUBLIC	Model RC-3	Series
2. Owner	Name (As shown on registration certificate) SEABEE HEAVEN, LLC	Address (As shown on registration certificate) Address 1238 SHULL ISLAND RD.	
		City GILBERT	State SC
		Zip 29054	Country US

3. For FAA Use Only

The alteration or repair identified herein complies with the applicable airworthiness requirements and is approved for use only on the above described aircraft, subject to conformity inspection by a person authorized in Section 43.7

Date 04/22/09 
Aviation Safety Inspector
FAA-ABA-FSDO-68

John L. Crouse

Principal Airworthiness Inspector

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
☐	☒	AIRFRAME	_____	(As described in Item 1 above)	_____
☐	☐	POWERPLANT			
☐	☐	PROPELLER			
☐	☐	APPLIANCE	Type _____ Manufacturer _____		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name HENRY RUZAKOWSKI		☒ U. S. Certificated Mechanic	Manufacturer
Address 2590 AIRPORT RD.		☐ Foreign Certificated Mechanic	C. Certificate No.
City MARION	State NC	☐ Certificated Repair Station	
Zip 28752	Country US	☐ Certificated Maintenance Organization	3215784

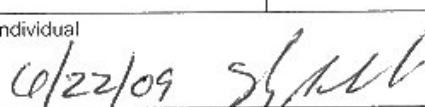
D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B ☐	Signature/Date of Authorized Individual HENRY RUZAKOWSKI
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ Approved ☐ Rejected

BY	FAA Ftl. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	Inspection Authorization	

Certificate or Designation No. 3215784	Signature/Date of Authorized Individual HENRY RUZAKOWSKI <u>04/22/09</u> 
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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

N9042N

Nationality and Registration Mark

6/22/09

Date

INSTALLATION OF SPRAY RAILS

Installation of wide Spray Rails on a Republic RC-3 Seabee, N9042N, s/N 275, is identical to the Spray Rails approved on FAA Form 337, N6240K, S/N 443 dated 12/21/00.

Spray Rails are:

- 1 - One piece design,
- 2 - Spray Rails will be riveted along entire seam from STA. 14 to STA. 133.5,
- 3 - Aft Spray Rail will have a rounded appearance,
- 4 - Spray Rails will be as wide at the aft end (before the rounded edge) as its widest point at the front,
- 5 - Outer edge of the Spray Rail will have a downward bend of 20 degrees,
- 6 - Installed Spray Rails under STC SA392NW are removed for new ones.

Spray Rail material is 6061T6 .125t. All riveting done in accordance with AC43.13-1B, Chapter 4, Section 4, Paragraph 4-57 (b, c). All original holes on the chine were backdrilled onto the new Spray Rail. Parts were primed with PPG Products DP-40 epoxy primer. Chem-Seal 3204-2B was used between the seams to insure a watertight barrier.

Weight change was verified by weighing each Spray Rail prior to installation and weighing the removed Spray Rail, the differences are:

- Left and right Spray Rails removed are - 16 lbs. at Sta. 98.0
- Left and right Spray Rails installed are + 24 lbs at Sta. 95.5

This weight change has been entered into the aircrafts permanent records and a new weight and balance was calculated.

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

- 1 - Aircraft fuselage, left and right side Sta. 14 to Sta 133.5,
- 2 - To control the spray of water to prevent erosion to the propeller,
- 3 - N/A,
- 4 - N/A,
- 5 - Inspections should be accomplished on a yearly basis (Annual Inspection). Inspections should look for smoking or loose rivets. Rivets can be replaced as per AC43.13-1B, Chapter 4, Section 4, Paragraph 4-57. Chem-Seal 3204-2B Sealant or equivalent to be used on each rivet re-installed,
- 6 - N/A,
- 7 - Removing or replacing Spray rails is as described in AC43.13-1B, Chapter4, Section 4,
- 8 - None needed,
- 9 - Visual inspection,
- 10 - After any maintenance or repair to the area, the use of PPG Products DP-40 or equivalent or Akzo Nobel, Fluid Resistant Primer 10P4-2 or equivalent may be used,
- 11 - None,
- 12 - None,
- 13 - Not Applicable,
- 14 - No additional overhaul time limitations,
- 15 - No additional airworthiness limitations,
- 16 - Any revisions to the modification should be submitted to the local FSDO for acceptance and/or approvals, including the current FAA Form 337 and ICA's along with the proposed change.

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