Form Approved Budget Bureau No. 04-R060.1 FEDERAL AVIATION ADMINISTRATION MAJOR REPAIR AND ALTERATION FOR FAA USE ONLY (Airframe, Powerplant, Propeller, or Appliance) 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. MAKE MODEL STOL (Republic) RC-3 1. AIRCRAFT SERIAL NO. NATIONALITY AND REGISTRATION MARK
N6386K 615 NAME (As shown on registration certificate) ADDRESS (As shown on registration certificate)
17 Highland Drive 2. OWNER Albert Miller East Auroa 14052 3. FOR FAA USE ONLY 4. UNIT IDENTIFICATION 5. TYPE UNIT SERIAL NO. ALTER-REPAIR AIRFRAME (As described in item 1 above) x **POWERPLANT** PROPELLER APPLIANCE MANUFACTURER 6. CONFORMITY STATEMENT A. AGENCY'S NAME AND ADDRESS B. KIND OF AGENCY C. CERTIFICATE NO. U.S. CERTIFICATED MECHANIC STOL Aircraft Corp. 21443727 Box 175 FOREIGN CERTIFICATED MECHANIC CERTIFICATED REPAIR STATION Norwood, MA 02062 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. SIGNATURE OF AUTHORIZED INDIVIDUAL 4/14/82 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 FAA FLT. STANDARDS MANUFACTURER -INSPECTION AUTHORIZATION BY

CANADIAN DEPARTMENT
OF TRANSPORT INSPECTOR
OF AIRCRAFT

SIGNATURE OF AUTHORIZED INDIVIDUAL

FAA Form 337 (7-67)

DATE OF APPROVAL OR

REJECTION

FAA DESIGNEE

4/14/82

REPAIR STATION

CERTIFICATE OR DESIGNATION NO. 16773291A

(8320)

APR 16 1982

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.

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