



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

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	Serial No.	
	N6517K	783	
	Make	Model	Series
	Republic	RC-3	
2. Owner	Name (As shown on registration certificate)	Address (As shown on registration certificate)	
		Address 738 Ringwood Rd	
	Shay Michael D	City Ithaca State NY	Zip 14850-9621 Country USA

3. For FAA Use Only

THE TECHNICAL DATA IDENTIFIED HEREIN HAS BEEN FOUND TO COMPLY WITH APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS HEREBY APPROVED FOR USE ONLY ON THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON IN 14 CFR PART 43.7.

DATE 12/13/2011 APPROVING INSPECTOR AEA FSDO 23

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input type="checkbox"/>	AIRFRAME		(As described in Item 1 above)	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	POWERPLANT	Franklin	6A8-215-B9F	23778
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name John-Mark Bellamy		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address 336 Mineah Rd		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Freeville State NY		<input type="checkbox"/> Certificated Repair Station	
Zip 13146 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	A & P 3334220

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 <input type="checkbox"/>	Signature/Date of Authorized Individual <u>John-Mark Bellamy</u> 13 Dec 2011
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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 Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	

Certificate or Designation No. A & P 3334220 IA	Signature/Date of Authorized Individual <u>John-Mark Bellamy</u> 13 Dec 2011
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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.)

N6517K

Nationality and Registration Mark

02 NOV 11

Date

Removed:

Left mechanical fuel pump removed from Franklin engine 6A8-215-B9F

Installed:

Piper Part # CA 65628-800E Electric fuel pump in the baggage compartment, in the existing fuel line using 2 each 10/28 standard air craft bolts thru the angle former.

Electric fuel pump was installed to increase reliability and safety per AC 23-27 of the fuel system and assure uninterrupted fuel delivery under all conditions and to prime the carburetor. The fuel pump is controlled by a switch located on the instrument panel and is marked accordingly. ACO approved flight manual supplement dated 03/12/2003 was added to the aircraft flight records. All work was accomplished IAW AC 43.13-1B.

An electrical load analysis was done and was found not to exceed 80% of total capacity.

The aircraft engine still meets the requirements of CAR 3, specifically 3.449 requiring at least one pump installed on the engine and directly driven by the engine. One directly driven pump is still installed.

1) Introduction: See above information

2) Description: See above information

3) Control, Operation Information: An Approved Flight Manual supplement dated Dec 05/11 was added to the aircraft records

4) Servicing information: Pump is located in the baggage compartment

5) Maintenance Instructions: 100 hour / annually per Maintenance manual supplement for inspection (rev date 3/12/03) and 14 CFR 43 Appendix D.

6) Troubleshooting information: See attached Maintenance manual supplement for inspection (rev date 3/12/03)

7) Removal and Replacement: Replacements can be ordered through aircraft suppliers and piper aircraft.

8) Diagrams: See attached Fuel system modification page dated rev 3/12/03.

9-13) N/A

14) Recommended Overhaul Limits: No additional overhaul time limitations

15) Airworthiness limitation section: No additional airworthiness limitations

16) This ICA may be revised by submitting a letter with a copy of the revised 337 form and ICA. The FAA accepts the change by signing block 3 of the revised 337 form. Once revised, a maintenance entry will be made identifying the revision, its location, and date of the 337 form.

-----END-----

☒ Additional Sheets Are Attached

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

for

Republic RC3
Electric Fuel Pump

Registration Number: N6517K

Serial Number: 783

This supplement must be attached to the FAA approved Airplane Flight Manual when the aircraft is modified by the installation of an electric fuel pump specified on FAA Form 337 dated 11/2/2011. The information contained in this document supplements or supersedes the information of the basic Airplane Flight Manual, made available to the operator in accordance with CAR 3.777, only in those areas listed. For limitations, procedures, and performance information not contained in this document, consult the basic FAA approved Airplane Flight Manual.

FAA Approved

for Michelle Mauer
Acting Manager
New York Aircraft Certification Office
Federal Aviation Administration

Date _____

DEC 05 2011

SECTION 1

GENERAL

Republic RC 3, Franklin 6AB-215-B9F, to increase the reliability of the fuel system, assure uninterrupted fuel delivery under all conditions and to prime the carburetor. Work accomplished in accordance with AC43 13-1B.

SECTION 2

LIMITATIONS

Test of electric fuel pump operations before starting engine – should pressure not indicate within normal range of 2.0 to 9.0 psi or fail to drop to zero, ascertain cause prior to flight:

1. Master switch on
2. Electric fuel pump switch on – observe fuel pressure - normal range of 2.0 to 9.0 psi
3. Electric fuel pump switch off – no fuel pressure indicated
4. Test complete – proceed with normal engine start procedure

SECTION 3

EMERGENCY PROCEEDURES

Electric fuel pump must be on if fuel pressure falls below the normal operating range (2.0 to 9.0 psi).

SECTION 4

NORMAL PROCEEDURES

Change operating procedures as follows:

- 1. Electric fuel pump must be on for engine start, take-off, landings and below 1,000 feet AGL**
- 2. Start-up:**
 - a. Turn on Master Switch**
 - b. Turn on fuel pump switch and observe fuel pressure within normal range (2.0 to 9.0 psi).**
 - c. Proceed with normal start check list/sequence**
 - d. With engine running – ensure fuel pressure is within normal operating range of 2.0 to 9.0 psi. If not, shut engine down and ascertain cause**
 - e. Turn off electric fuel pump and observe the fuel pressure remains in the normal operating range of 2.0 to 9.0 psi.**
- 3. Take-off:**
 - a. Electric fuel pump on, observe the fuel pressure remains in the normal operating range of 2.0 to 9.0 psi.**
 - b. Proceed with normal take-off check list/sequence**
- 4. Landing or anytime below 1,000 feet AGL**
 - a. Electric fuel pump switch on – observe fuel pressure is within normal operating range of 2.0 to 9.0 psi.**
 - b. Proceed with normal landing checklist/sequence**
- 5. Engine shutdown:**
 - a. Throttle to 1000 rpm**
 - b. Mixture control off**
 - c. Electric fuel pump off – observe fuel pressure drops to zero**
 - d. Master switch off**

SECTION 5

PERFORMANCE

No Change.