

**MAJOR REPAIR AND ALTERATION** *Wheels & Brakes*  
 (Airframe, Powerplant, Propeller, or Appliance)

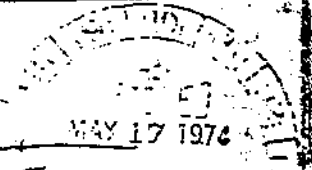
FOR FAA USE ONLY  
 OFFICE IDENTIFICATION

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 <b>Piper</b>	MODEL <b>PA-20</b>
	SERIAL NO. <b>20-34</b>	NATIONALITY AND REGISTRATION MARK <b>N6937K</b>
2. OWNER	NAME (As shown on registration certificate) <b>Joseph H. Du Bois</b>	ADDRESS (As shown on registration certificate) <b>Rt. 2 Box 172 La Junta, Colo. 81050</b>

**3. FOR FAA USE ONLY**

The alteration incorporated herein complies with applicable airworthiness requirements and is approved only for the above described aircraft, subject to conformity inspections by a person authorized in FAR 43.7 F.A.A. 8300-3.  
 Date *7/17/74* Signed *William G. ...*



**4. UNIT IDENTIFICATION**

UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

**6. CONFORMITY STATEMENT**

A. AGENCY'S NAME AND ADDRESS <b>Joseph H. Du Bois R2 Box 172 La Junta, Colo. 81050</b>	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. <b>Airframe &amp; Powerplant 2011659</b>
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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 <b>May 15, 1974</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph H. Du Bois</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 FLT. STANDARDS INSPECTOR	MANUFACTURER	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		

DATE OF APPROVAL OR REJECTION <b>Sept. 24, 1974</b>	CERTIFICATE OR DESIGNATION NO. <b>A+P2011659EA</b>	SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Joseph H. Du Bois</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 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.)

Installation of Cleveland Aircraft Products Co. Wheel Assemblies, Model 40-97 size 600-6 and single puck brake assemblies Model 30-63. The three parts, mounting plate, axle sleeve, and axle nut sleeve are machined from 4130 steel. Axle sleeve is a light press fit over axle. Two rosette welds on either side of axle sleeve keep it from turning or sliding and keeps welding on axle to a minimum. Brake lines are connected to existing lines with 1/4" O.D. 52S Alum. tubing, AN815-4 unions and AN817-4 nuts. Torque plate bolted to mounting plate with four AN5-7 bolts and four AN365-524 self-locking nuts. Two holes in torque plate must be bushed from 3/8" to 5/16" with tight fitting bushings. Wheel static load rating 2500 lbs. Master cyls. Piper part no. 60030-00.

