



# 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 <b>Piper</b>	Model <b>PA-22-135</b>
	Serial No. <b>22-1646</b>	Nationality and Registration Mark <b>N3383A</b>
2. Owner	Name (As shown on registration certificate) <b>Frank P. Sperandeo III</b>	Address (As shown on registration certificate) <b>15841 Pear Cir. Fayetteville, AR 72704</b>

### 3. For FAA Use Only

THE ALTERATION IDENTIFIED HEREIN COMPLIES 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  
4/3/96 DATE [Signature] FAA INSPECTOR

### 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 <b>K. V. Turney 17654 Marshall St. Garfield, AR 72732</b>	B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	C. Certificate No. <b>1464298</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>25, March 1996</b>	Signature of Authorized Individual <u>[Signature]</u>
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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	<input checked="" type="checkbox"/> Inspection Authorization <input type="checkbox"/> Person Approved by Transport Canada Airworthiness Group	Other (Specify)
	FAA Designee	Repair Station		
Date of Approval or Rejection <b>3/25/96</b>	Certificate or Designation No.	Signature of Authorized Individual <u>[Signature]</u>		

**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.)*

1. Removed original main landing gear wheels P/N 451-708, and original brakes P/N451-750, and installed Cleveland 6.00 x 6 wheels model 40-97D, and Cleveland brakes (single puck) model 30-63D both left and right.
2. Removed original wheel and brake installation.
3. Attached torque plate assy. to landing gear using existing bolt holes, and standard AN hardware.
4. Installed Cleveland wheel assy. with new 6.00 x 6 ply tires and 6.00 x 6 tubes. Installed axle nut, tightened and safetied.
5. Installed caliper to torque plate, and installed backplate, torqued bolts and safetied.
6. Installed a fabricated brake line in Aeroquip 303-4 line and necessary fittings.
7. Brake system serviced with 5606 hydraulic fluid, and bled of air. Brake system pressurized, and released, and found satisfactory.
8. Installation is as shown on Cleveland installation drawing and instructions No. 50-43 (copy attached).
9. Installation as per Aircraft Type Certificate Data Sheet Specification No. 1A6, PA-22 aircraft, ref: Note #211. No significant change in aircraft weight and balance.
10. No significant change in aircraft weight and balance.

\* \* \* \* \* END \* \* \* \* \*

50-93

CHANGE NOTICE	LET.	TER.	DESCRIPTION OF CHANGE	CHG BY.	DATE	CHE' D BY.
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(REF)

075-12500 TORQUE PLATE TO BE INSTALLED IN POSITION SHOWN

NOTE: USE EXISTING MOUNTING HARDWARE TO ATTACH CLEVELAND BRAKE ASSY.

414-51 COLT-9EA.  
MS 20365-728C-NUT-9EA.

(USE EXISTING) - 30991 AXLE NUT  
(USE NEW) - MS 24655-399  
COTTER PIN-2EA.  
PER AXLE  
(PIECE PN 929 065)

**CONVERSION INSTRUCTIONS**

1. SECURELY TACK UP AIRCRAFT AND BLOCK BRAKE PEDALS.
2. REMOVE EXISTING WHEEL ASSY (451 760), BRAKE ASSY (451 702), AND BRAKE BLEEDER FITTING (451 771).
3. ATTACH 075-12500 TORQUE PLATE ASSY TO LANDING GEAR, USING EXISTING MOUNTING HARDWARE. TORQUE TO 50-70 IN- LBS.
4. INSTALL 040-06000 WHEEL TIRE AND TUBE ASSY ON AXLE. SEE LIST FOR CORRECT TIRE SIZE AND RIT FITTING (WHEEL TIRE & TUBE MUST BE PROPERLY BALANCED).
5. INSTALL AXLE NUT AND TIGHTEN TO ALLOW NO WHEEL SLOC PLAY, YET ALLOWING THE WHEEL TO ROTATE FREELY. SAFETY THE NUT WITH TWO MS 24655-399 COTTER PINS AND INSTALL PIRER WHEEL COVER (28918-00).
6. REMOVE 79-27 BACKPLATE ASSEMBLIES FROM THE CALIPER.
7. SLIDE CALIPER INTO TORQUE PLATE, AND CHECK FOR PROPER ALIGNMENT AND FIT.
8. RE-ASSEMBLE 79-27 BACKPLATE ASSYS, AND TORQUE THE (4) 414-15A BOLTS TO 60 IN- LBS. - SAFETY WIRE AS REQUIRED.
9. ATTACH PIRER SUPPLIED PLUMBING, (1" SOE & ELBOW), (60703-2 LINE ASSY) AND (1" 900-4 ELBOW) AS SHOWN ON DRAWING.
10. REMOVE THE BLOCKS FROM THE PEDALS AND BLEED THE BRAKE SYSTEM.

11. PRESSURIZE AND RELEASE THE BRAKES, AND SPIN THE WHEELS. THERE SHOULD BE NO EVIDENCE OF EXCESSIVE DRAG OR BINDING. A SLIGHT AMOUNT OF BINDING, COULD BE THE RESULT OF MISALIGNMENT BETWEEN THE BRAKE CYLINDER AND THE RIGID HYDRAULIC INLET LINE.

**APPLICABLE TIRES AND TUBES:**

6.00-6, 4 PLY TIRE --- 6.00-6 TUBE

7.00-6, 6 PLY TIRE --- 7.00-6 TUBES

8.00-6, 4 PLY TIRE --- 8.00-6 TUBE

**LOG BOOK ENTRY:**

MODELS PA-16-150 + PA-18A-150  
RECORD THE FOLLOWING INFORMATION:  
"WHEEL AND BRAKE CONVERSION PERFORMED IN ACCORDANCE WITH PIRER SERVICE KIT NO. 761 001"

REFERENCE PRINT ONLY  
PIRER HANDLING CARD.

ENG. FEB 05 1960 DEPT.

AVON, OHIO

DO NOT USE FOR PRODUCTION

QTY	ITEM	PART NO.	DESCRIPTION	MATERIAL & SPEC.	HEAT TREAT & SPEC.	FINISH & SPEC.	WGT.
1	THIS DESIGN IS THE PROPERTY OF CLEVELAND WHEEL & BRAKE AND IS NOT TO BE COPIED, REPRODUCED OR USED AS THE BASIS FOR MANUFACTURE OR SALE IN ANY MANNER WITHOUT WRITTEN PERMISSION						
		2	ZYCLO PER MIL I GRAB STAMP 4 ON PART				
			MAGNETFLUX PER MIL I GRAB STAMP 4 ON PART				
			W MACHINED SURFACES PER MIL STD 10 UNLESS OTHERWISE NOTED				
			UNLESS NOTED ALL THREADS PER MIL S 2722				
			WORK TO DIMENSIONS - DO NOT SCALE				
			TOLERANCES PER ASME Y14.5				
			TOLERANCE FOR ANGULAR DIMS ±1/2°				
			TOLERANCE FOR FRACTIONAL DIMS ±0.010				
			SAFETY SHARP EDGES D10 UNLESS NOTED. REMOVE ALL BURRS BEFORE PLATING DRILL PER MSP PROCEDURE NO 118				
			DRAWN BY J. B. [Signature]				
			CHECKED BY				
			SCALE FULL				
			NAME CLEVELAND WHEEL & BRAKE				
			INSTALLATION PA-16-150				
			50-93				



**Cleveland Wheels & Brakes**  
1170 Avon Center Road, Avon, Ohio 44011  
a division of VanSickle Industries, Inc.  
"the brake people"