US Department of Transportation
Federal Aviation Administration

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

Form Approved
OMB No. 2120-0020 PAL/RAH

For FAA Use Only

Office Identification
NE-FSDO-03

RECEIVED
WINDSOR LOCKS

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: Beechcraft	Model: BC12-D
	Serial No.: 8727	Nationality and Registration Mark: N66DX
2. Owner	Name *(As shown on registration certificate)*: GARABEDIAN, JOHN H	Address *(As shown on registration certificate)*: 24 FAIRVIEW DRIVE SOUTHBOROUGH, MA 01772

3. For FAA Use Only

~~The data identified herein complies with the applicable airworthiness requirements and is approved for the above-described aircraft, subject to conformity inspection by a person authorized in FAR Section 43.7.~~

4/29/95 — Date — Signature of FAA Inspector — NE-FSDO-03

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. Kind of Agency	C. Certificate No.
ROSS PHIPPS 69 OREGON RD. SOUTHBOROUGH, MA 01772	X U.S. Certificated Mechanic Foreign Certificated Mechanic Certificated Repair Station Manufacturer	17542172 A&P

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	Signature of Authorized Individual
4/23/95	

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	☐	Person Approved by Transport Canada Airworthiness Group	

Date of Approval or Rejection	Certificate or Designation No.	Signature of Authorized Individual
JULY 7, 1995	1695670	Howard J. Fuller, Jr.

FAA Form 337 (12-88)

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 wheels and brakes using Cessna 150 axles and left side brake/rudder pedals.

1. Axle stub adapters manufactured using 4140 steel to sleeve fit over original axles. (Fig. 1) Four holes drilled in adapter to accept Cessna axle stub P/N 05421124. (Fig. 2) Top holes are .375 inches diameter and bottom holes are .3125 inches in diameter to match axle stub.
2. Original axles removed 1 3/4 inches outboard of existing brake flange.
3. Adapters tig welded in place over the original axle stub 1 inch outboard of the brake flange giving a 3/4 inch overlap.
4. Cessna axle stubs attached to adapters using two AN6-24A (top) and two AN5-24A (bottom) bolts with AN960 washers and AN365 nuts. (Fig. 3)
5. Wheel and brake assembly installed on axles.
6. Base plate fabricated from 4130 steel plate .090 inches thick. (Fig. 4) Plate bolted with (8) AN3-6A bolts, (8) AN960-10 washers, and (8) AN365-1032 nuts to frame tubes just aft of the firewall at station -10 with (4) wraparound brackets fabricated from .090 inch 4130 steel. (Photo 2, 3)
7. Cessna 150 brake pedal assemblies P/N 1460320-1 bolted to existing pedal torque tubes on the pilots side. (Photo 2, 3) Tubes are sleeve overlapped 3 inches and bolted with (1) AN3-16A bolt, (1) AN960-10 washer, and (1) AN365-1032 nut one inch from the bottom of the sleeve.
8. Master cylinders installed with brackets fabricated from .090 inch thick 4130 steel to the base plate with AN3-6A bolts, AN960-10 washers, and AN365 nuts. (Photo 2, 3)
9. Installed 1/4 inch OD 5052-0 rigid aluminum tubing in fuselage and landing gear using MS21919-4D clamps. Aeroquip 303 hoses and fittings installed at all points of movement. (Fig. 5) (Photo 1, 2, 3) Hoses are 10 1/2 inches at left master cylinder, 12 inches at right master cylinder, 10 inches at both landing gear, and 5 1/2 inches at both brake calipers.
10. System operationally checked OK.
11. Installation accomplished in accordance with AC 43.13-2A Chapter 1 Paragraphs 4, 5, 6, 7, 8, 9, 10, and 11 using standard aircraft practices and procedures. Additionally Taylorcraft F-21 parts manual used as a reference guide.

ADDITION TO SERVICE MANUAL

Maintenance and/or inspection of this brake system should be accomplished using Cessna 150 series service manual, P/N D971-3-13-RPC-300-12/84, section 5. Since the Taylorcraft did not incorporate a parking brake this system was not installed.

PARTS LIST

2 ea. Cessna 150 axle stubs P/N 05421124
2 ea. Cleveland Wheel and Brake wheel assemblies Model 40-97A ,TSO C26a
2 ea. Cleveland Wheel and Brake brake assemblies Model 30-63A, TSO C26a
2 ea. Scott master cylinders Model 4408E
2 ea. Cessna 150 brake/rudder pedal P/N 1460320-1
2 ea. 2" x 3" x 3/4" 4140 steel for axle adapters
1 ea. 6" x 36" x .090" 4130 steel for plate and brackets

☒ Additional Sheets Are Attached 4

☆U.S. GOVERNMENT PRINTING OFFICE: 1992-769-012/60157

N66DX
4/23/95

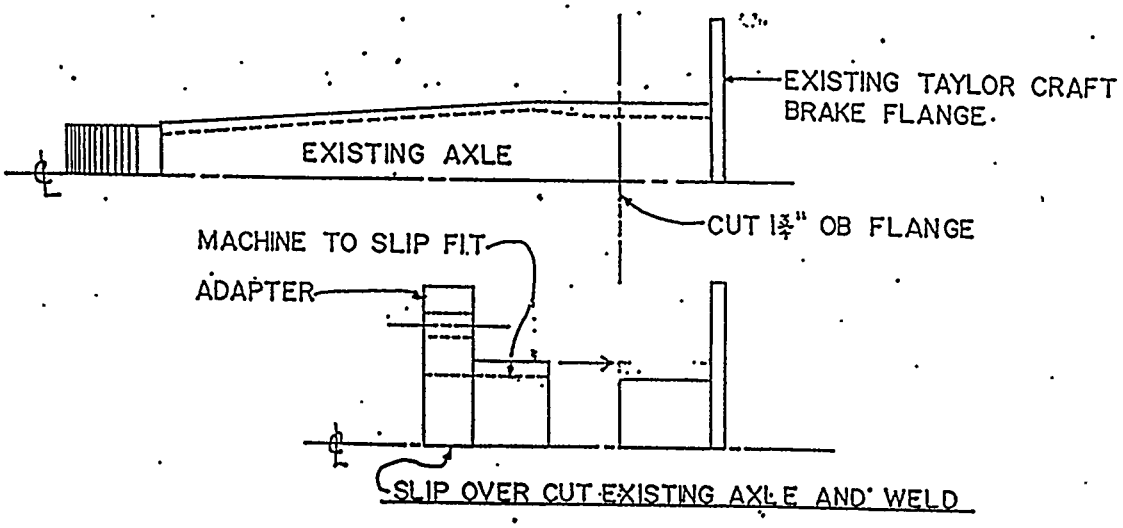


FIG. 1

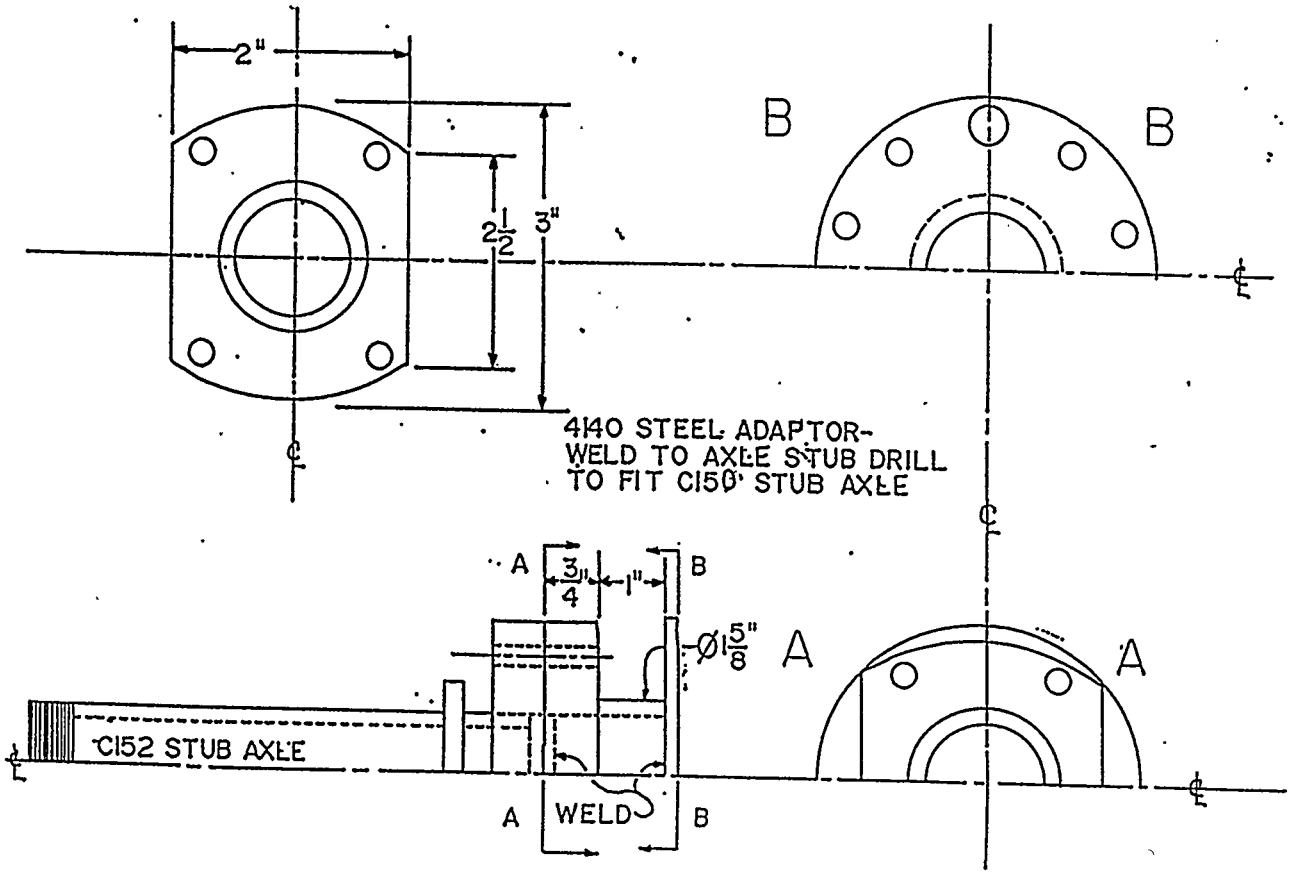


FIG. 2

N66DX
4/23/96

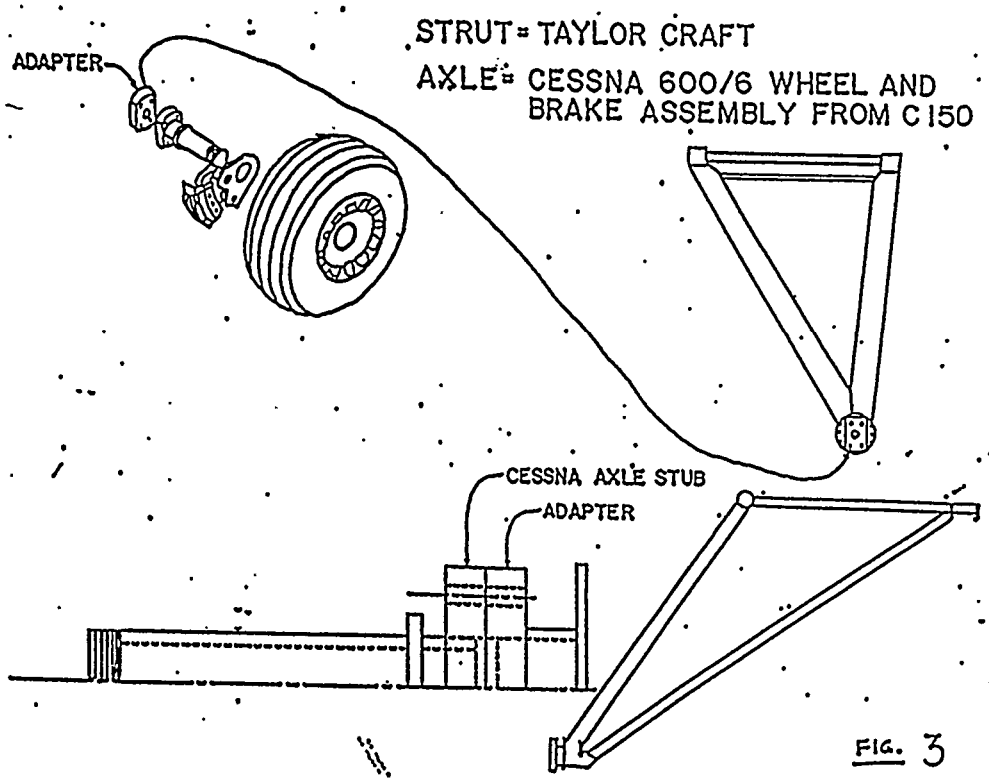
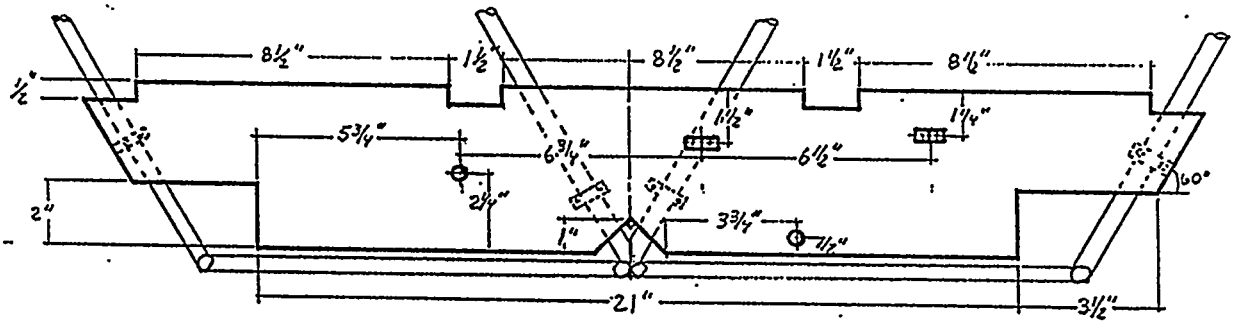
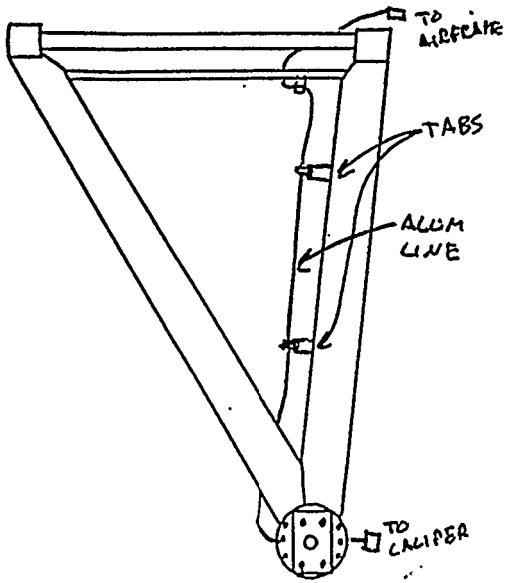


FIG. 3



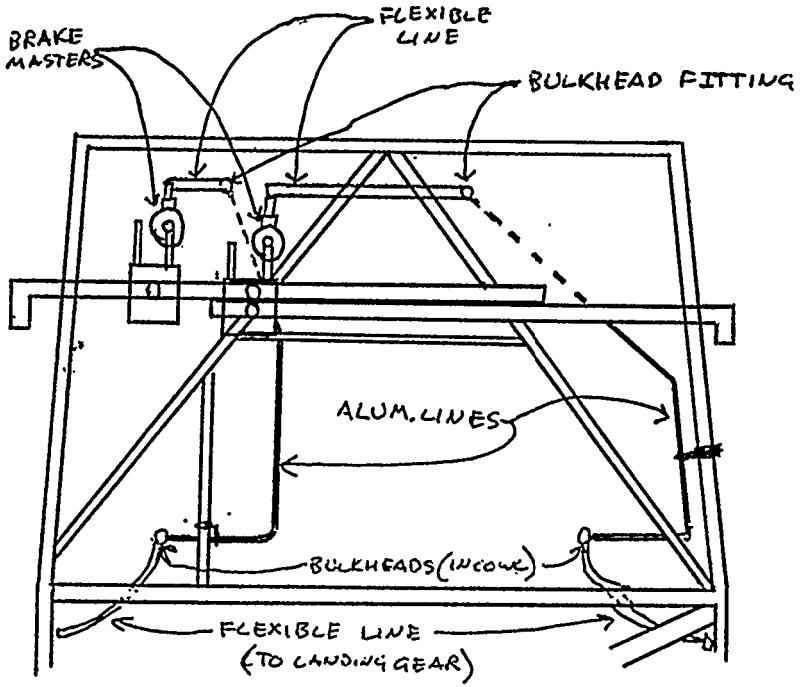
BASE PLATE

FIG. 4



LANDING GEAR ASSEMBLY
BRAKE LINE ROUTING

ALL LINES 1/4"

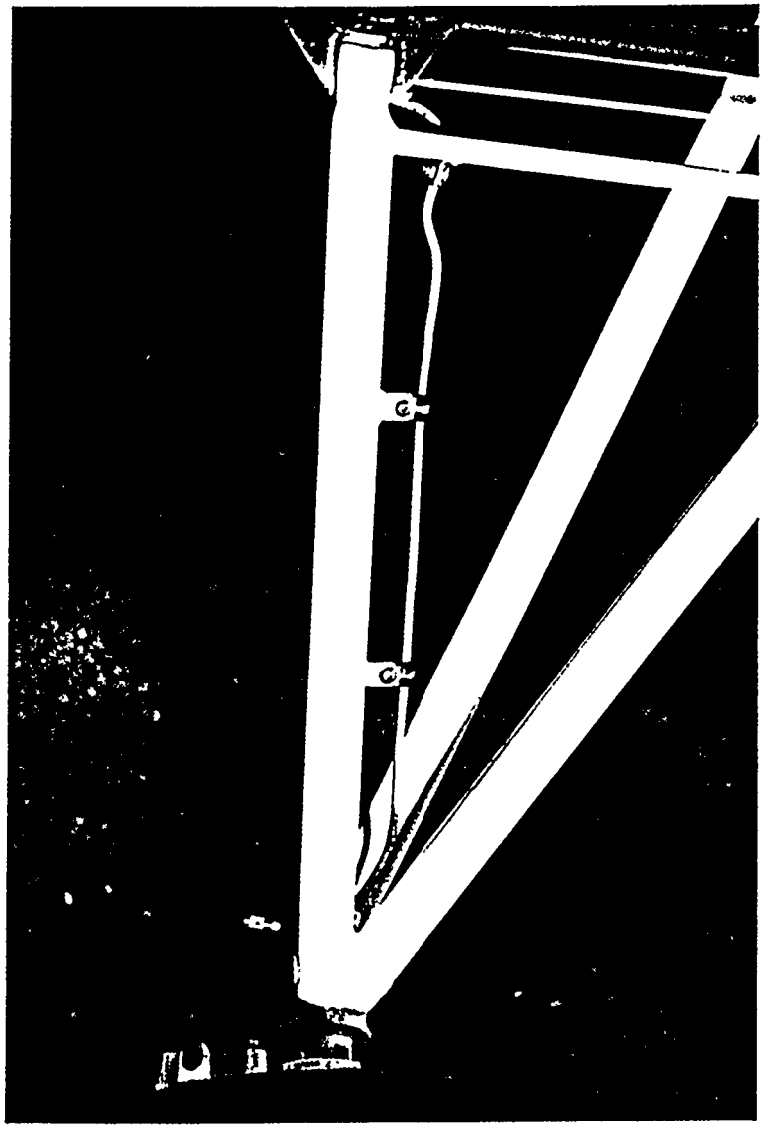


FRAME BRAKE LINE ROUTING

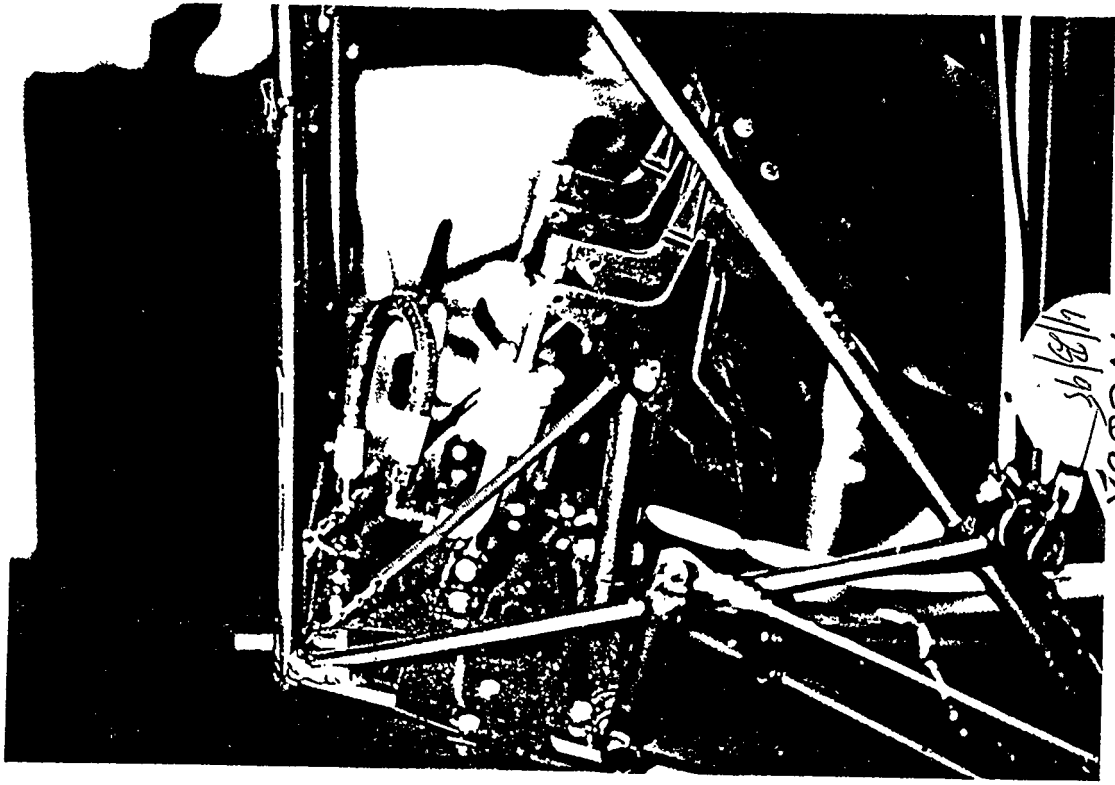
N66DX
11/23/97

FIG. 5

FRONT VIEW → (PHOTO 2)



LANDING GEAR ↑ (PHOTO 1)



N6609X

SIDE VIEW → (PHOTO 3)