



U.S. Department
of Transportation
Federal Aviation
Administration

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 1958)

1. Aircraft	Make Boeing	Model E75N1
	Serial No. 75-8709	Nationality and Registration Mark N3976B
2. Owner	Name (As shown on registration certificate) Bates David J	Address (As shown on registration certificate) 6215 Elgin Ct Fairbault, Mn 55021

3. For FAA Use Only

THE DATA 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

1-12-2000 *David J. Bates* 10150015

DATE: 1-12-2000 FAA INSPECTOR: *David J. Bates*

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 Thomas L. Brown B716 CTP Unity, Wi. 54488	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. A&P 387547793
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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 1/2/2000	Signature of Authorized Individual <i>Thomas L. Brown</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 Fit. Standards Inspector	Manufacturer	X	Inspection Authorization	Other (Specify)
	FAA Designee	Repair Station		Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 04/22/2000		Certificate or Designation No. 387547793		Signature of Authorized Individual <i>Thomas L. Brown</i>	

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.)

N3976B

Removed original wheels, brakes, and master cylinders. Installed Cleveland 40-101 (7.50 x 10) Wheel assemblies, Cleveland 30-67 single caliper, dual piston brake assemblies, Cleveland 164-30 disc assemblies, and Cleveland 10-24C master cylinders. Tires are 8.50 x 10. Wheels mount to original axles with no modifications. Brake units mount to existing axle torque plates with no modification. Master cylinders mount in same location as originals with no modification. Brake linkage, and toe brake position and action maintained as original. Installation is similar to Schweizer model 450 & 600 Super Ag Cats, serial numbers 1 and up. All work done in accordance with AC43.13-1A/3, Chapter 5, section 1, para, 227,230,231. Chapter 10, section 1, and Section VIII, Cleveland General Product Information, of the Cleveland Products Catalog REV F, July 31, 1991, pages, VIII-10, VIII-12, VIII-13, VIII-17, and VIII-18.

IAC

- 1) The original wheels and brakes have been removed and hydraulic Cleveland wheels, brakes and master cylinders have been installed.
- 2) This wheel and brake system is assembled using Cleveland parts that carry individual part numbers.
- 3) N/A
- 4) Mil-Spec 5606 is used. the fluid level in resevoirs should be checked during preflight inspection.
- 5) All maintenance should be done I.A.W. Cleveland service instructions
- 6) N/A
- 7) N/A
- 8) N/A
- 9) N/A
- 10) N/A
- 11) N/A
- 12) N/A
- 13) N/A
- 14) Service limitations should be followed as set forth by the Cleveland sevice manual.
- 15) N/A
- 16) N/A

*****End*****

Additional Sheets Are Attached