

SW FSDO 66

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				Form Approved Budget Bureau No. 04-R060.1	
MAJOR REPAIR AND ALTERATION FEB 14 1986 (Airframe, Powerplant, Propeller, or Appliance)				FOR FAA USE ONLY	
				OFFICE IDENTIFICATION SW-FSDO-66	
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	REPUBLIC	MODEL	RC-3	
	SERIAL NO.	765	NATIONALITY AND REGISTRATION MARK	N6499K	
2. OWNER	NAME (As shown on registration certificate)		ADDRESS (As shown on registration certificate)		
	EDMOND F. FREEMAN		342 Westridge Dr. Abilene, Tx. 79605		
<p>3. FOR FAA USE ONLY</p> <p>The alteration 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 43, section 43.7.</p> <p>2-12-86 (Date) <i>Anthony Wells</i> (Signature of FAA Inspector, SW FSDO 7, Lubbock, Texas)</p>					
4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	***** (As described in item 1 above) *****				XXX
POWERPLANT					
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				
6. CONFORMITY STATEMENT					
A. AGENCY'S NAME AND ADDRESS		B. KIND OF AGENCY		C. CERTIFICATE NO.	
Edmond F. Freeman 342 Westridge Dr. Abilene, Tx. 79605		<input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER		1580607	
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	2-12-86		SIGNATURE OF AUTHORIZED INDIVIDUAL <i>Edmond F. Freeman</i>		
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 <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED					
BY	FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/>	INSPECTION AUTHORIZATION	OTHER (Specify)
	FAA DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION	CERTIFICATE OR DESIGNATION NO.	SIGNATURE OF AUTHORIZED INDIVIDUAL			
2-12-86	1580607	<i>Edmond F. Freeman</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.

B. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

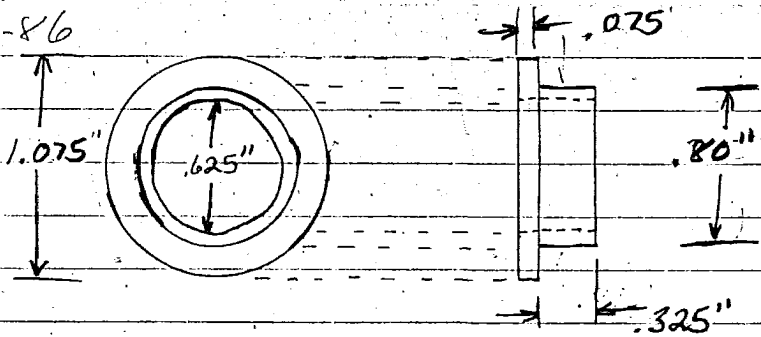
SCOTT TAILWHEEL INSTALLATION

- (1.) Removed original, Bendix Mod. 14614 tire and wheel assembly.
- (2.) Installed Scott, P/N 3245-1 tire and wheel assembly. Wheel assembly modified to fit the existing 5/8" axle on the existing tail landing gear as follows: (see attachment A.)
 - a. Removed cups and cones provided in Scott wheel assembly and installed Timken P/N L21549, L21511 cups and cones. (These are the same ones used in the Bendix Mod. 14614.)
 - b. Discarded Scott P/N 3227 spacers and manufactured new parts with an inside diameter to match the axle.
 - c. Modified Scott P/N 1863 grease retainers by enlarging the inside diameter to fit the new part manufactured above.
- (3.) Scott wheel assembly installed on fork and spaced to center, using two 5/8" I.D. spacers .75" in length. (See attachment A & B).
- (4.) Tire and tube serviced to 70 psi, I/A/W Scott recommendations.
- (5.) The Scott tire and wheel assembly was static tested in conjunction with the Model 3200 tail landing gear, to an ultimate load of 2150 lbs., at which time failure occurred in the gear mounting bracket. This test is recorded in Scott 3200 tailwheel assembly static test, Report No. 389.
- (6.) Republic Report E-17-2, Hull and Cabin Stress Analysis, page 19⁵, indicates that the ultimate tail wheel ground reaction for the RC-3 aircraft is 2120lbs.
- (7.) Noting that the Scott tire and wheel assembly did not fail at the load of 2150 lbs., and that the tire used on the Scott wheel is 4 ply rated and channel grooved, which is the same as listed in the type certificate data sheets as standard equipment for the RC-3 aircraft, adequate margin of safety exists for this installation.
- (8.) Aircraft weight and balance, equipment list revised.

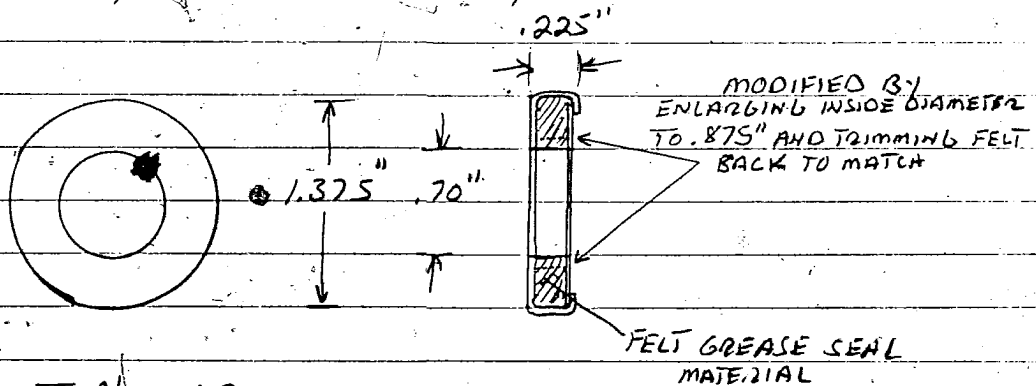
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ADDITIONAL SHEETS ARE ATTACHED

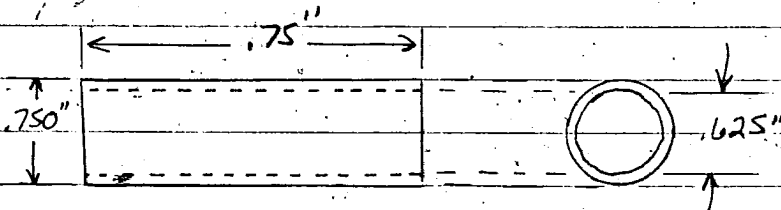
ATTACHMENT A.
F.A.A. FORM 337
SCOTT TAILWHEEL
INSTALLATION
DATED: 2-12-86



SPACER, 2 EA. 1020 STEEL, IN PLACE OF SCOTT P/N 3227

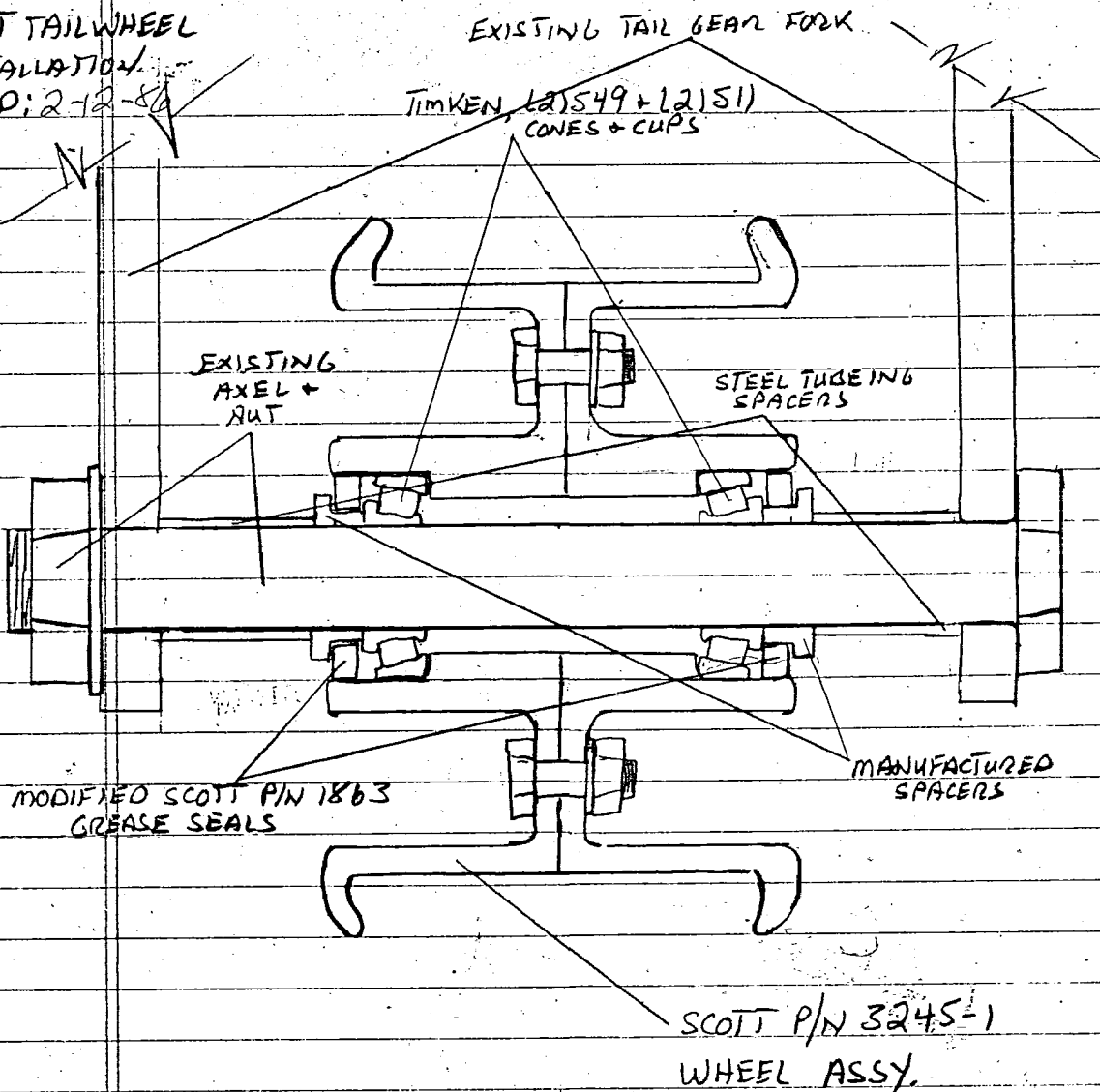


SCOTT P/N 1863 GREASE RETAINER, 2 EA.



SPACER, 2 EA. 4130N STEEL TUBING

ATTACHMENT B.
F.A.A. FORM 337
SCOTT TAILWHEEL
INSTALLATION
DATED: 2-12-84



TAIL WHEEL ASSEMBLY DRAWING

PARTS LIST:

- 1EA. SCOTT P/N 3245-1, TIRE AND WHEEL ASSY.
- 2EA. TIMKEN P/N L21549. CONES
- 2EA. TIMKEN P/N L21511 CUPS
- 2EA. 1" SPACERS, 2EA. MODIFIED SCOTT P/N 1863 SEALS
- 2EA. MANUFACTURED SPACERS.