

FAA FORM 337

APPROVED BY FAA ASO FSDO-15

ON JULY 15, 2006 BY

CESSNA T-50

N59188



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 of 1958).

1. Aircraft	Make CESSNA	Model T 50
	Serial No. 3084	Nationality and Registration Mark N 59188
2. Owner	Name (As shown on registration certificate) Ben Morphew	Address (As shown on registration certificate) 10020 Jungmeister Lane McKinney, Texas 75071

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

Date: 7-18-06 FAA Inspector: *[Signature]*

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.
Ben Morphew 10020 Jungmeister Lane McKinney, Texas 75071	<input checked="" type="checkbox"/> U.S. Certified Mechanic	465964370 A&P
	<input type="checkbox"/> Foreign Certified Mechanic	
	<input type="checkbox"/> Certified Repair Station	
	<input type="checkbox"/> Manufacturer	

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: 06-25-2006 Signature of Authorized Individual: *[Signature]*

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 Ft. Standards Inspector	Manufacturer	<input checked="" type="checkbox"/>	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	
1-24-07		3030006		<i>Mark Arbizore</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.)

06-25-2006

CESSNA T 50
SN 3084
N 59188

Replaced Hayes wheels and brakes with Cleveland Brake Kit 199-167 in accordance with Redline Corporation Drawing No. H119. This kit is approved under STC SA2691SO. The Cessna T 50 is not listed in the AML but is similar in size and weight to the aircraft on that list. Parts are FAA/PMA. Instructions for continued airworthiness included in kit. Weight and balance revised.

END

***** NOTHING FOLLOWS *****

Additional Sheets Are Attached

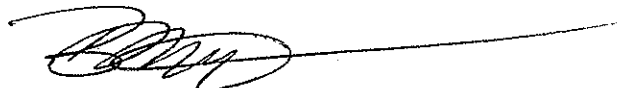
Cessna T-50
N 59188
SN 3084

WHEELS AND BRAKES

Original wheels and brakes removed. These units are no longer supported by a manufacturer and are of marginal performance. Lack of parts to maintain airworthiness was also a factor in that any parts still available are at least 60 years old.

Generic Cleveland kit was purchased from Red Line Brakes and installed per inclosed instructions. This kit is a replacement for older style obsolete wheels and brakes used on circa 1940's aircraft. It provides for a modern style brake system to be used on these types of aircraft to replace the brake units available at the time of original manufacture.

Several of similar units have been installed on Cessna T-50 type aircraft under FAA Form 337's and have provided reliable braking and ease of maintainence for several years. Continued airworthihness of these units is assured by using the manufacturer's instructions provided in the kit. Safety is also greatly enhanced by the installation of these brake units. Braking action is much improved over the original units and parts are available.



Ben Morphey
465964370 A&P

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA2691SO

This certificate, issued to Daniel F. Kumler
8750 S.E. 70th Terrace
Ocala, Florida 32672

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the **

Regulations:

Original Product—Type Certificate Number: *See attached eligibility list number
Make: 199-167 for approved airplane models
Model: and airworthiness regulations

Description of Type Design Change:

Replacement of Goodyear Brakes with Cleveland Brake Conversion Kit No. 199-167 in accordance with Redline Corporation Drawing No. H119, dated September 14, 1989, or later FAA approved revision.

Limitations and Conditions: This approval should not be extended to other airplanes of this model on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. This determination should include consideration of significant changes in weight distribution such as an increase in the fixed disposable weight in the fuselage.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 22, 1988

Date issued:

Date of issuance: February 14, 1990

Date amended: May 2, 1994



By direction of the Administrator

Paul C. Sconyers
(Signature)
Paul C. Sconyers
Manager, Atlanta Aircraft
Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

