



US Department
of Transportation
Federal Aviation
Administration

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

Form Approved
OMB No. 2120-0020
2/28/2011

Electronic Tracking Number

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 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. §44701). Failure to report can result in a civil penalty for each such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N6123H	Serial No. 19284	
	Make Piper	Model J3C-65	Series Cub
2. Owner	Name (As shown on registration certificate) Perla, Guido F	Address (As shown on registration certificate) Address 13818 SW 216th ST	
		City Vashon	State WA
		Zip 98070	Country USA

3. For FAA Use Only

The technical data identified herein has been found to comply with applicable airworthiness requirements and is hereby approved for use only on the above described aircraft, subject to conformity inspection by a person in FAR 43.7

24 JAN 2013 Pat Perla
DATE FAA Inspector, NM-FSDO-01

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	_____	(As described in Item 1 above)	_____
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Port Townsend Aero Museum		<input checked="" type="checkbox"/> U. S. Certificated Mechanic	Manufacturer
Address P.O. Box 101		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Chimacum State WA		<input type="checkbox"/> Certificated Repair Station	
Zip 98325 Country USA		<input type="checkbox"/> Certificated Maintenance Organization	A.&P. 3041660 IA

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 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.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual Michael Payne <u>Michael Payne</u> 01/24/13
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)

Certificate or Designation No. A&P 3041660 IA	Signature/Date of Authorized Individual Michael Payne <u>Michael Payne</u> 01/24/13
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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.)

N6123H

1/24/13

Nationality and Registration Mark

Date

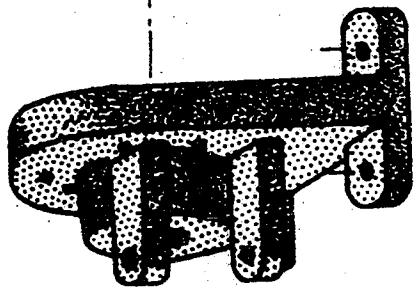
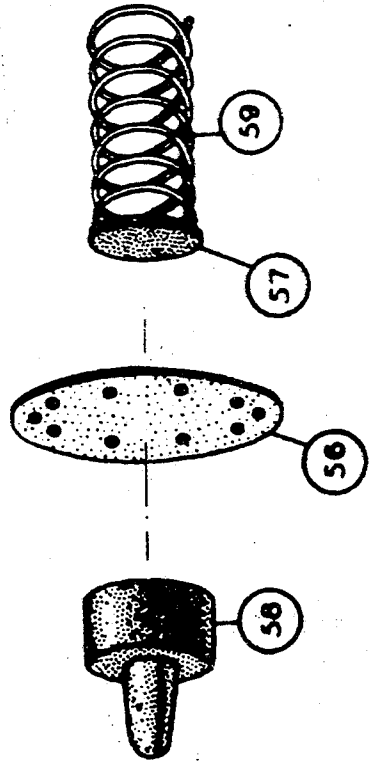
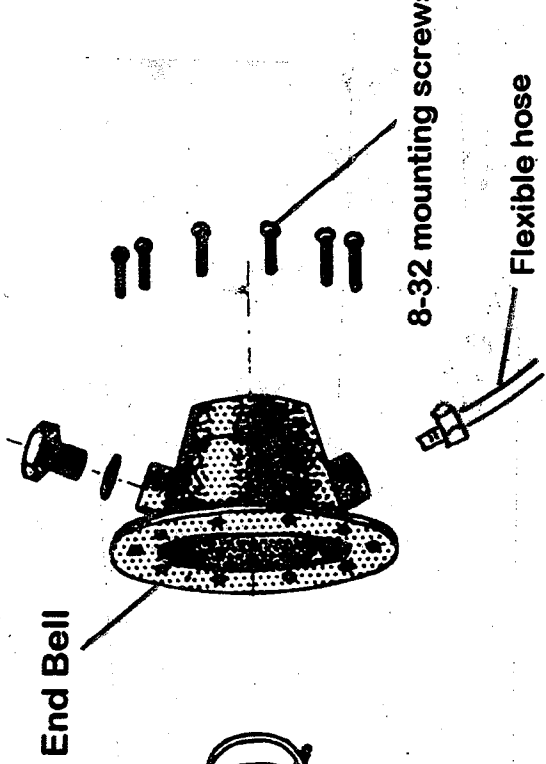
Description of alteration: This alteration replaced the original Scott brake master cylinder parts with new Grove brake master cylinders P/N 680-1 produced by Grove Aircraft Landing Gear Systems, Inc. on Piper J-3 Cub, SN 19284, registration number N6123H.

Description of work : Removed left and right side Scott brake compression covers P/N 2728 , diaphragms P/N 2844, pistons P/N 1383, diaphragm pads P/N 2003-1, and springs P/N 1256, and replaced with Grove master cylinders P/N 608-1. Grove master cylinders are produced for use on amateur built aircraft and have no TSO or PMA (see attached Grove Aircraft Landing Gear Systems, Inc. drawing no. 680-1). Grove master cylinders P/N 608-1 have previously been field approved on Piper J-3C-65, S/N 18263, registration number NC98115, on FAA Form 337 dated October 30, 2011 (see attached FAA Form 337 for supporting documentation). The Grove master cylinders were installed directly to the Scott brake pedal housing with no modification to the housing using nine AN526-832R screws from the original configuration. The Grove Master Cylinder includes a fluid reservoir. Mineral-oil based hydraulic fluid conforming to MIL-H-5606 is used as the hydraulic fluid. Flexible brake hoses were replaced with new Aeroquip 303-4 hoses fabricated i/a/w AC 43.13-1B, Par 9-30. Brake system pressures will be less than 650 psi (it takes 300 psi to lock a wheel). This installation meets certification standards of CAR 3.363 and 14 CFR 23.735. All work was accomplished i/a/w the standard practices of AC 43.13-1B and AC 43.13-2B. An operational check was performed that provided adequate braking action to conform to certification standards without excessive force that could cause a nose-over of the aircraft. The weight change from the old Scott brake master cylinder parts to the new Grove master cylinders was negligible. No revision to the aircraft Weight and Balance was calculated.

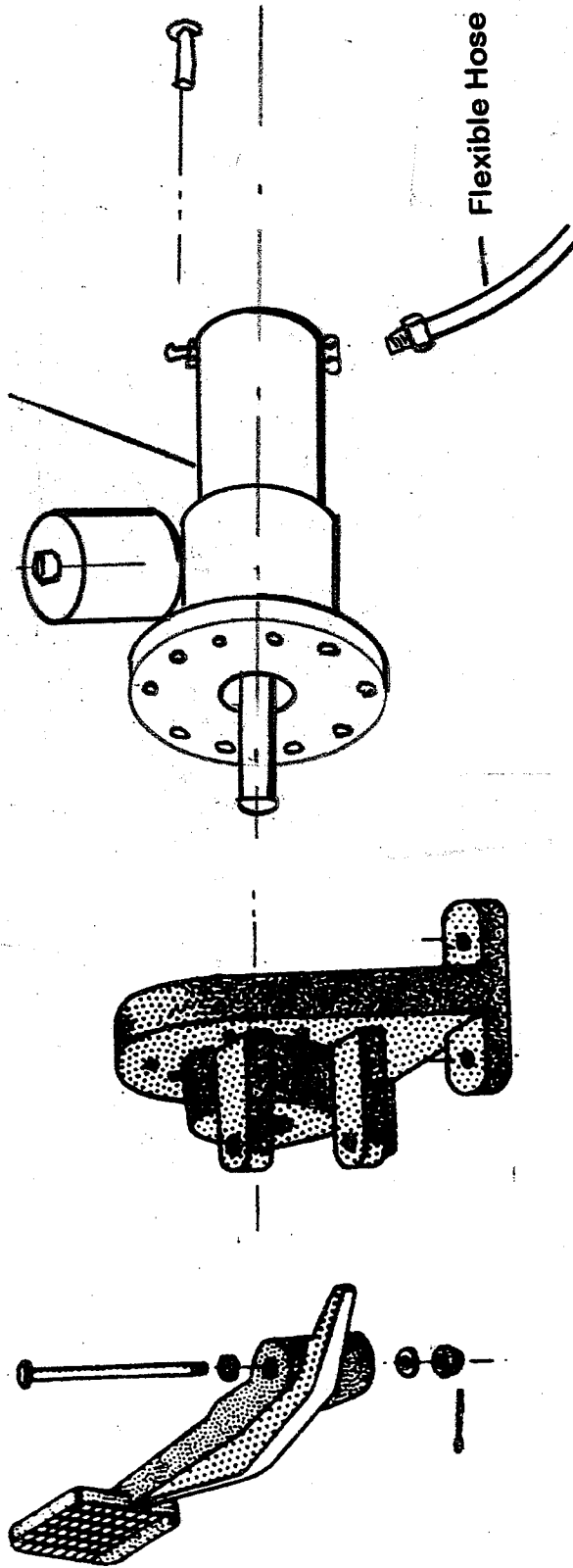
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS:

- 1) Introduction: See Above Section 8, "Description of Work Accomplished".
- 2) Description: See Above Section 8, "Description of Work Accomplished".
- 3) Control, operation and information: No Change.
- 4) Maintenance instructions: Brake system should be checked i/a/w 14 CFR 43 Appendix D at each Annual Inspection and the brake fluid level should be checked each 50 hours of operation. See attached Grove document "Master Cylinder Inspection and Maintenance".
- 5) Trouble shooting information: No Change
- 6) Removal and replacement information: No Change
- 7) Diagrams: See attached Grove Aircraft Landing Gear Systems, Inc. drawing no. 680-1.
- 8) Special inspection requirements: none
- 9) Application of protective treatments: N/A
- 10) Data: See attached Grove Aircraft Landing Gear Systems, Inc. drawing no. 680-1.
- 11) List of special tools: N/A
- 12) For Commuter category aircraft: N/A
- 13) Recommended overhaul periods: No additional overhaul time limitations.
- 14) Airworthiness limitations section: No additional airworthiness limitations.
- 15) Revision: Revision will be made by letter to the local FSDO with a revised Form 337, and revised ICA. Record will be entered in the aircraft log upon approval by the FAA.

Additional Sheets Are Attached



Grove Master Cylinder



Installation of Grove Master Cylinder on Piper Cub

Remove parts 58, 56, 57, 59, and end bell. Remove hose from end bell and attach hose to Grove master cylinder. Install Grove Master cylinder to Scott housing as shown, using eight original screws symmetrically placed.