

Airworthiness Directive Schedule

Components & Equipment

Brakes & Wheels

28 February 2002

The date above indicates the amendment date of this schedule.

New or amended ADs are shown with an asterisk *

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DCA/BRAKE/1 Cleveland 6.00-6 Wheel/Brake Assembly - Inspection

Applicability: All wheel brake assemblies P/N 3080C/37-200A (fitted to Piper PA-23-250 aeroplanes among others)

Requirement: To prevent failure of the brake due to separation of the brake disc assembly P/N 164-32, at the weld area, accomplish the following:

Remove wheel assembly, P/N 3080C from the aircraft and inspect the brake disc assembly P/N 164-32, for cracks in the weld attaching the disc to the cup, using a glass of at least 10 power.
(NZCAR III A8-21 previously referred. FAA AD 71-6-8 also refers)

Compliance: Within the next 25 hours TIS and thereafter at intervals not exceeding 50 hours TIS. The inspection may be discontinued following compliance with DCA/BRAKE/2

Effective Date: 31 August 1971

DCA/BRAKE/2 Cleveland 6.00-6 Wheel/Brake Assembly - Modification

Applicability: All wheel brake assemblies P/N 3080C/37-200A (fitted to Piper PA-23-250 aeroplanes among others)

Requirement: Replace brake disc P/N 164-32 with one piece brake disc P/N 164-32F, or if disc 164-32F is not available when replacement is necessary, replace with disc P/N 164-32 manufactured after 23 May 1969.
(NZCAR III A8-21 previously referred. FAA AD 71-6-8 also refers)

Compliance: By 31 December 1975

DCA/BRAKE/3 Cleveland Heavy Duty Brake Disc - Inspection

Applicability: All heavy duty brake discs P/N 164-32F (fitted to Piper PA-23-250 aeroplanes among others)

Requirement: An inspection is required of brake disc P/N 164-32F for small heat checks which can be expected to develop during normal service operations. Inspect as follows:

Visually inspect both wearing surfaces of brake disc P/N 164-32F for heat checks or cracks. Heat checks are superficial surface cracks and are not detrimental unless the crack length exceeds .800" or depth exceeds .340", in which case the disc shall be replaced. If unable to determine crack depth replace the disc if length of crack exceeds .400".
(NZCAR III A8-23 previously referred)

Compliance: Within the next 50 hours TIS unless already accomplished and thereafter at intervals not exceeding 50 hours TIS

DCA/BRAKE/4 Goodyear Main Wheel Assemblies - Inspection

Applicability: Goodyear main wheel assemblies P/Ns 5000757-1 and -2 used on but not limited to McDonnell Douglas DC-10-30 and DC-10-40 series aircraft

Requirement: To prevent failures of the MS 21250-10060 bolts attaching the wheel halves, accomplish the following:

Perform magnetic-particle inspection for cracks of all wheel-half attaching bolts, paying particular attention to the radius under the bolt head and to the threads. Replace cracked bolts and those having stripped, crossed or damaged threads. No reworking of wheel bolts is permitted. Defective bolts shall be scrapped (FAA AD 75-05-05 also refers)

Compliance:

1. At the next tyre change or wheel re-assembly unless already accomplished, and thereafter at each tyre change or wheel re-assembly or during replacement of any wheel half attaching bolts in a tyre/wheel assembly.
2. New wheels or spare wheel assemblies with previously magnetic-particle inspected bolts are exempt only from the initial inspection.

Effective Date: 1 May 1975

NZCAR, Part III Leaflets A8-21 and A8-23 are hereby cancelled

*** DCA/BRAKE/5 Tailwheel Fork - Inspection**

Applicability: Maule model SFS single arm fork tailwheel assemblies with a solid tyre. These tailwheel assemblies may be installed on, but not limited to Pitts S-1 and S-2 series aircraft.

Requirement: To prevent fatigue failure of the tailwheel fork, remove the wheel from the axle and perform a dye-penetrant inspection of the fork for cracks. Particular attention is required in the area indicated. Replace any forks found cracked before further flight.

Compliance: By 31 March 2002. Thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever is the sooner.

Effective Date: 28 February 2002

