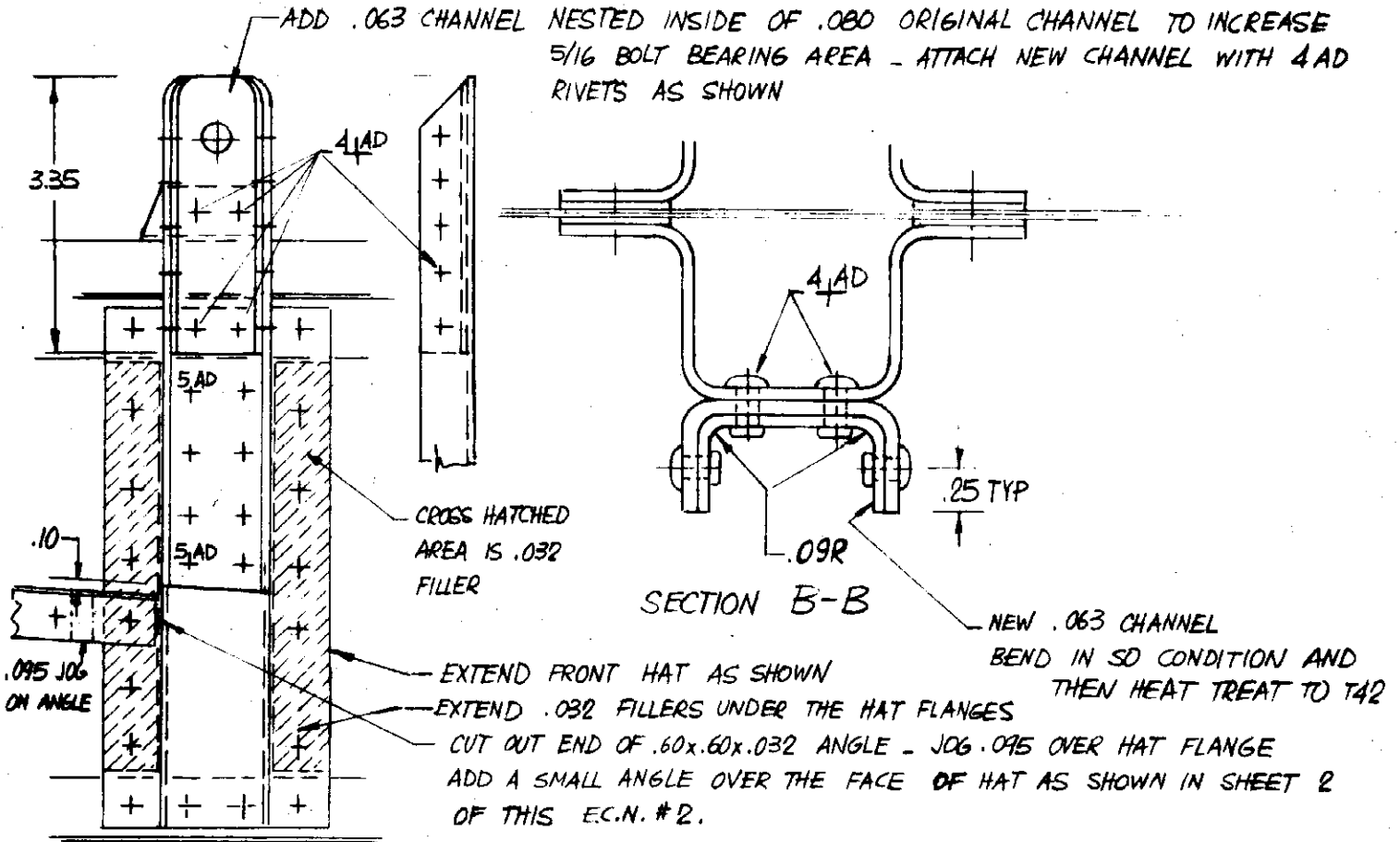


# ENGINEERING CHANGE NOTICE # 2.

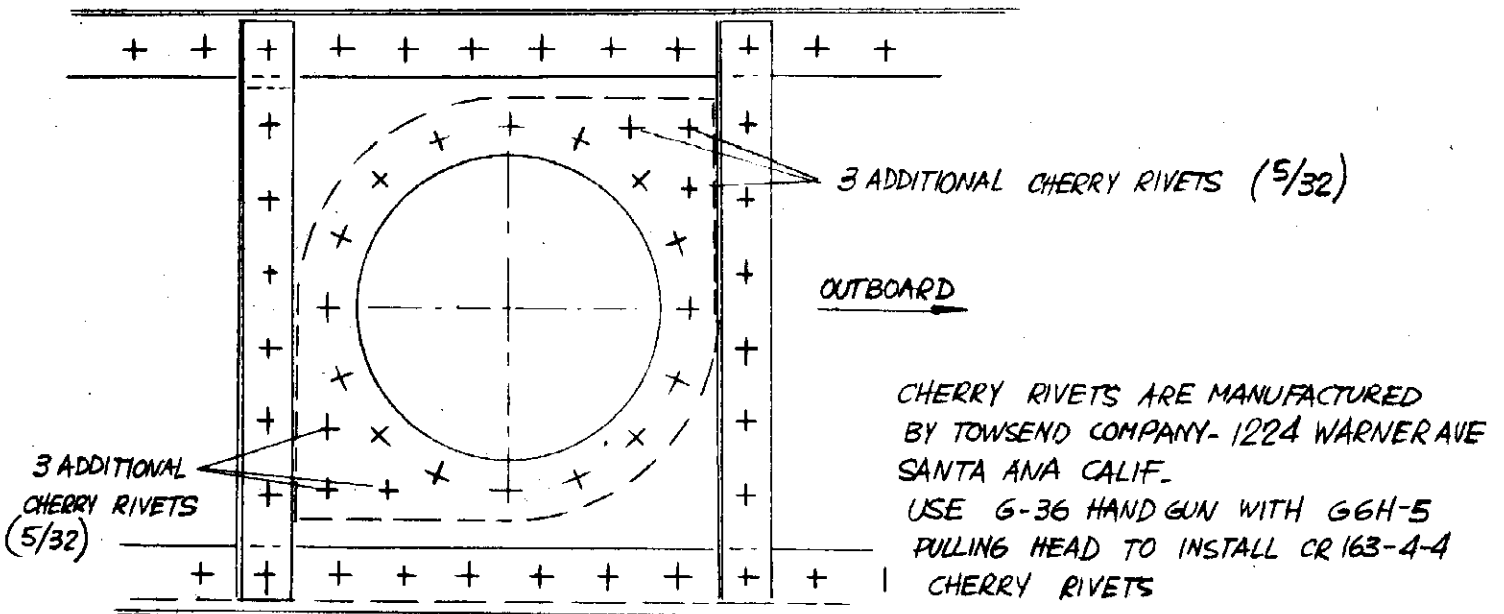
NOV - 1965

SHEET #1

DRAWING 1-10.002 - MAIN SPAR - WING (MANDATORY CHANGE)



DRAWING 1-10.002 - (MANDATORY CHANGE)



COVERS FOR ACCES HOLES TYP. 5 PLACES  
 EXTEND CORNERS OF .050 COVERS AS SHOWN  
 USE 5/32 BLIND CHERRY RIVETS (CR 163-4-4)  
 TO ATTACH COVER TO WEB AFTER RIVETING LEADING EDGE SKIN

# ENGINEERING CHANGE NOTICE #2

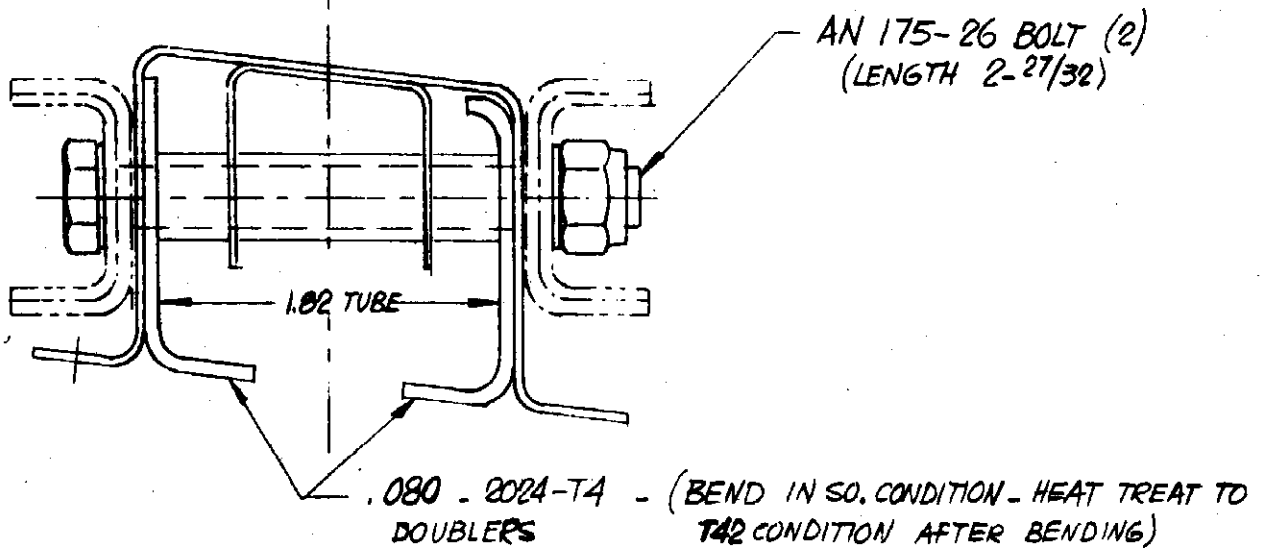
NOV. 1965

- SHEET #2

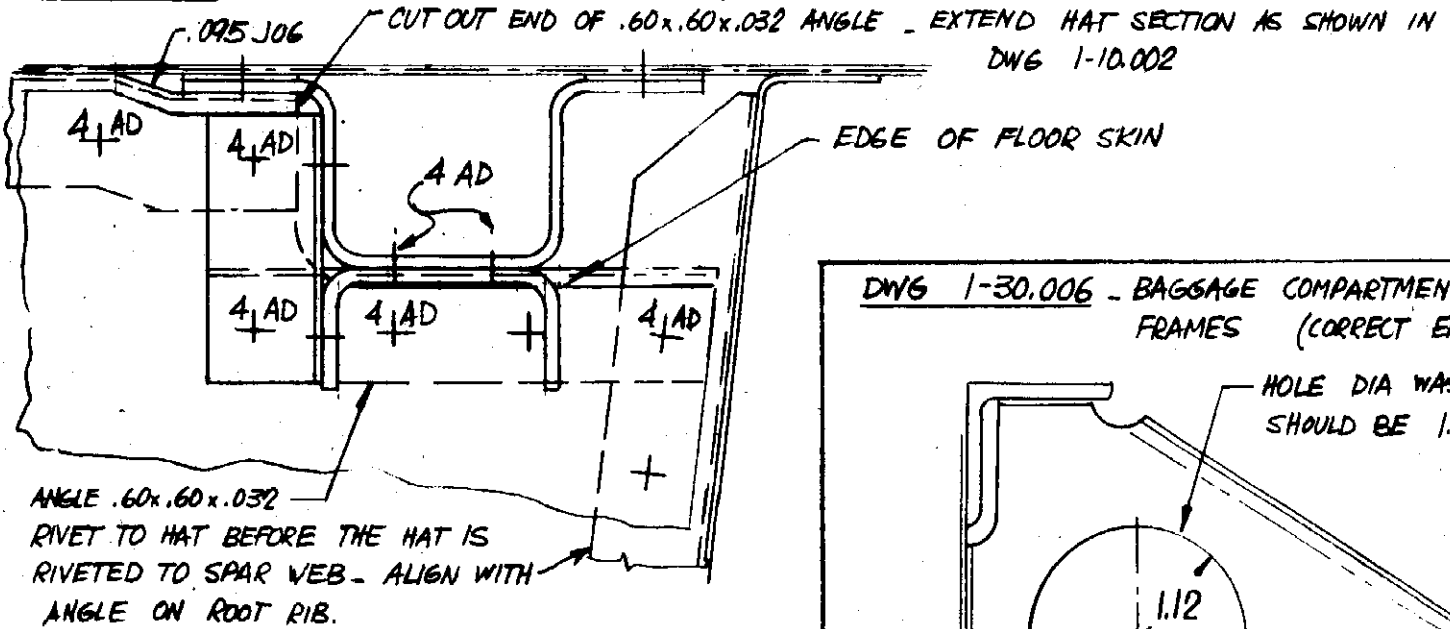
DRAWING 1-30.008 - COCKPIT DETAILS - FUSELAGE - (MANDATORY CHANGE)

IN ORDER TO INCREASE THE 5/16 BEARING AREA, MAKE THE FOLLOWING CHANGES

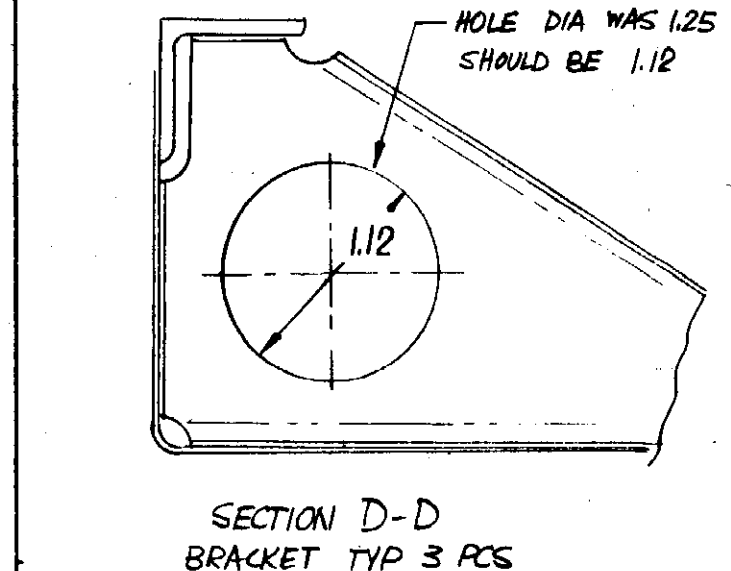
- 1) - INCREASE THICKNESS OF DOUBLERS FROM .063 TO .080
- 2) - REDUCE LENGTH OF SPACER TUBE FROM 1.85 TO 1.82
- 3) - INCREASE LENGTH OF AN 175 BOLT AS SHOWN.



DWG 1-10.008 - BL 9.60 RIB - (MANDATORY CHANGE)



DWG 1-30.006 - BAGGAGE COMPARTMENT FRAMES (CORRECT ERROR)

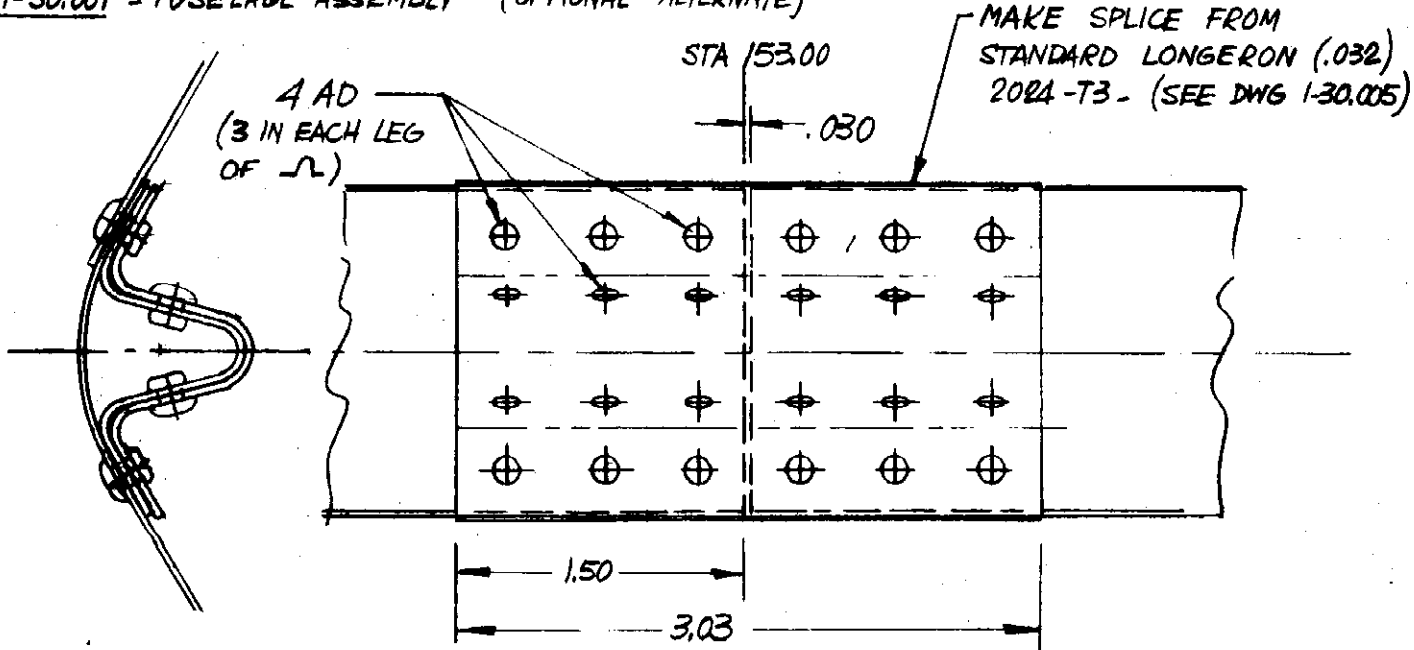


# ENGINEERING CHANGE NOTICE # 2

NOV. 1965

SHEET # 3

DWG 1-30.001 - FUSELAGE ASSEMBLY (OPTIONAL ALTERNATE)

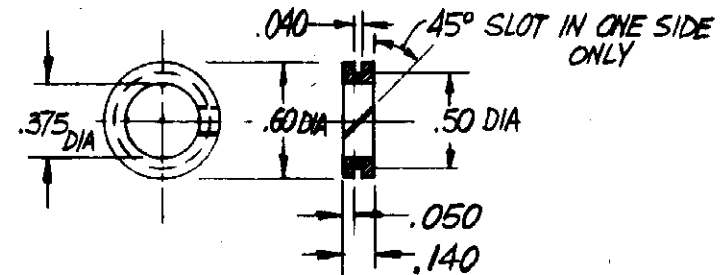
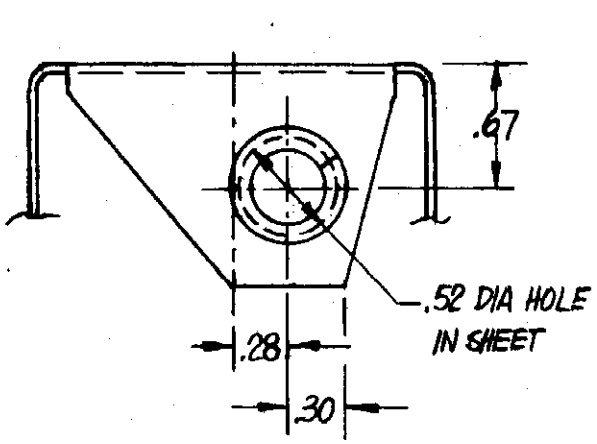


THE FUSELAGE TAIL CONE LONGERONS MAYBE SPLICED AS SHOWN AT STA 153.00 - THIS WILL PERMIT THE BENDING OF  $\Omega$  IN A 6 FOOT BRAKE - CHANGE MATERIAL FROM "O" TO T3 (HEAT TREATED)

DWG 1-30.001 - FUSELAGE ASSEMBLY - (CORRECT ERROR. SEE DWG 1-50.008)

CHANGE THICKNESS OF BOTTOM SKIN BETWEEN STA 43.0 AND STA 57.23 (2) FROM .032 TO .040.

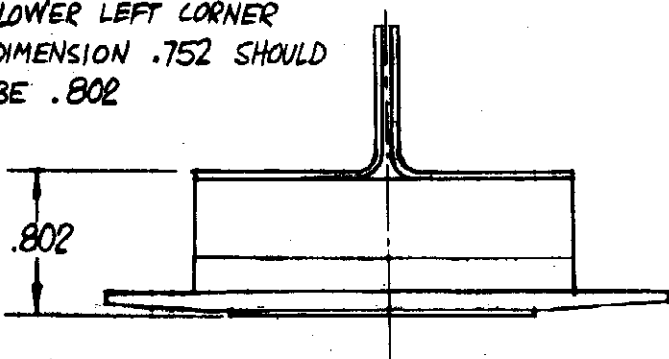
DWG 1-50.004 - FLAP LEVER CONTROLS - (CORRECT ERROR)



DETAIL OF NYLON GROMMET. ALTERNATE TO SHAMBAN GROMMET CALLED OUT IN THE DWG. IF YOU SELECT TO BUY THE SHAMBAN GROMMET CHANGE TO PART NO. S-11154-6-A-Y THIS SAME GROMMET COULD BE USED FOR ROUTING THE 3/8 DIA FUEL LINE THROUGH WING RIBS

DWG 1-10.002 - MAIN SPAR WING. (CORRECT ERROR)

LOWER LEFT CORNER DIMENSION .752 SHOULD BE .802



LIST OF RAW MATERIAL - PAGE (2) - DWG 1-10.006 LEADING EDGE SPLICE - 2024-O. BARE .080 SHEET - 3.8x38 - (WAS 3.8x33)

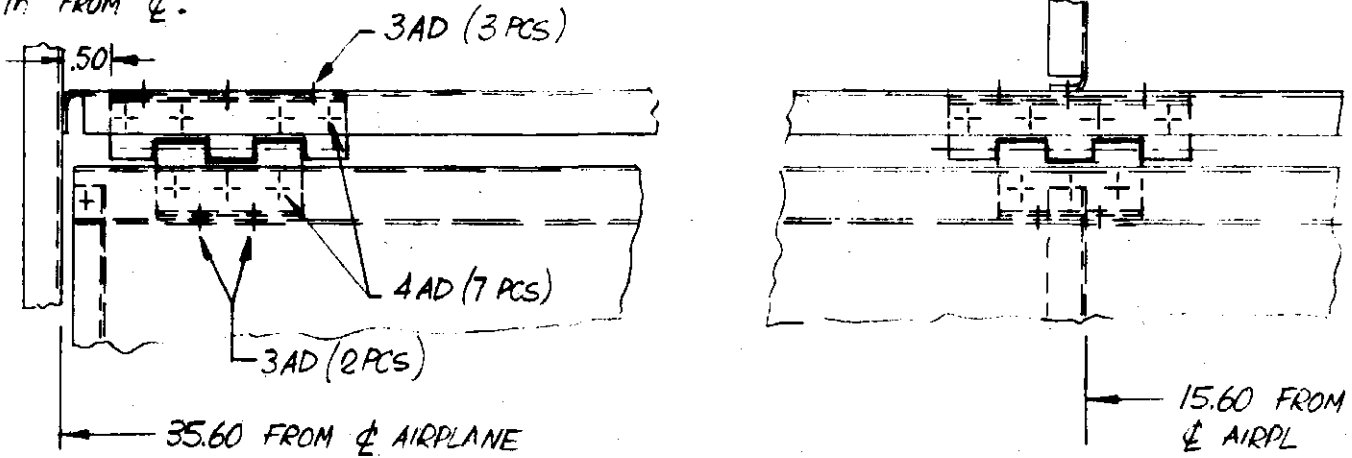
PAGE (10) - IN THE LAST .025 SHEET AT THE BOTTOM OF THE PAGE, CHANGE MATL. SIZE FOR FIN FRONT SPAR FROM 5.5x46 TO 5.5x48. AND FOR THE REAR SPAR FROM 5.5x44 TO 5.5x46.

# ENGINEERING CHANGE NOTICE #2

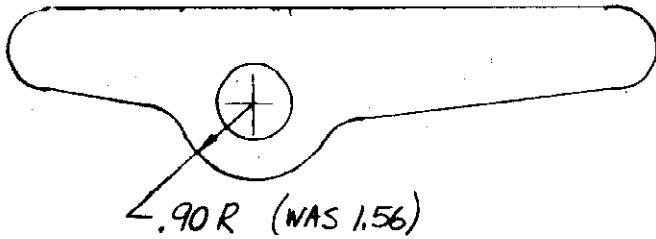
SHEET #4  
NOV 1965

DWG 1-20.003 - STABILATOR - (MANDATORY CHANGE)

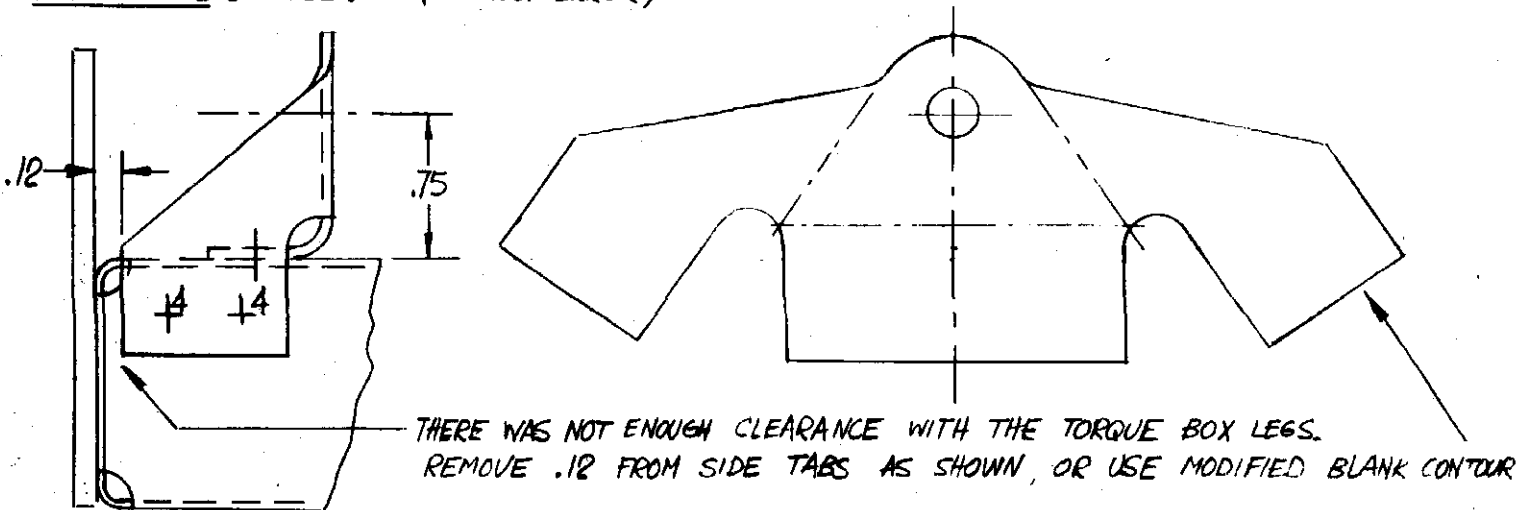
ADD HINGE AT THE OUTBD END OF TAB. RELOCATE EXISTENT HINGE AT 25.60 in FROM  $\phi$  TO 15.60 in FROM  $\phi$ .



DWG 1-50.002 - ALERON ROD - BELLCRANK & BALANCE - (CORRECT ERROR)



DWG 1-20.002 - RUDDER - (CORRECT ERROR)



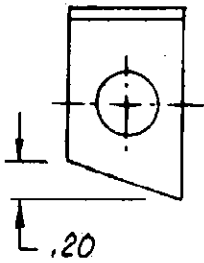
DWG 1-40-002 - FUEL TANK ASSY - (DESIGN IMPROVEMENT TO FACILITATE FABRICATION. ELIMINATE THE EXTERNAL LAYERS OF 181 CLOTH ON TOP OF THE 1583 FOR THE ALTERNATE METHOD). CHANGE NOTES AS FOLLO:

2. - - - - FOR -7 USE (2) LAYERS OF 1583 - DELETE: AND (1) LAYER (EXTERNAL) OF 181  
FOR -9, -11, -25 & -29 USE (3) LAYERS OF 1583 - DELETE: ONE LAYER OF 181
  5. DELETE THE .0050 THICK INDUSTRIAL GLASS MAT BETWEEN MATTING SURFACES. IT PROVED OUT TO BE TOO DIFFICULT TO ASSEMBLE THE TANKS WITH THE MAT.
- ADD NOTE 9a - THE TANK SHOULD BE ASSEMBLED IN ONE OPERATION, SO ALL PARTS WILL FIT WITHOUT FORCING. SCOTCH TAPE COULD BE USED AS A PREASSEMBLY AID. TWO PERSONS ARE REQUIRED TO ASSEMBLY THE TANK IN ONE OPERATION. THE RESIN TAKES APPROX 1 1/2 HOUR TO SET. THE WHOLE ASSEMBLY SEQUENCE SHOULD BE REHEARSED BEFORE DOING THE "REAL" JOB. A WOOD CRADLE WILL BE VERY HELPFULL TO SUPPORT THE TANK

# ENGINEERING CHANGE NOTICE # 2

SHEET # 5  
NOV 1965

DWG 1-40.003 - FUEL TANK DETAILS - (CORRECT ERROR)



CUT OUT CORNER OF  
-47 AS SHOWN TO  
PROVIDE CLEARANCE  
DURING ASSEMBLY

DIMENSIONS FOR CAMLOG KM 610-64 LATCH INSTALL.  
SHOULD BE ONLY REFERENCE. USE THE PART TO DRILL  
HOLES. BEND THE LEGS OF LATCH TO MATCH CONTOUR  
LOCATE STRIKER -47 SO THE DOOR CLOSES SNUG.

DWG 1-50.006 - CONTROL DETAILS - (CORRECT ERROR)

ELEVATOR BEARING HOUSING - CALLS FOR TWO PARTS - SHOULD BE ONE LEFT AND ONE RIGHT

DWG 2-60.002 - NOSE LANDING GEAR ASSY - (CORRECT ERROR)

REM6-2N ROD END SHOULD BE RE3M6-2N.

ADD ANGLE OF NOSE WHEEL STEERING : SHOULD BE  $\pm 25^\circ$  (THIS IS JUST A REFERENCE)

DWG 2-60.003 - LANDING GEAR DETAILS - (ALTERNATE METHOD - OPTIONAL CHANGE)

THE TUBE -35 COULD BE MACHINED ACCORDING TO THE FOLLOWING ALTERNATE METHOD.

1. WELD -37 AND -57 TO -35
2. CHECK FOR STRAIGHTNESS AND OUT OF ROUNDNESS - USING HYDRAULIC RAM STRAIGHTEN AS REQD.
3. CLEAN THE TUBE WITH EMERY CLOTH (240 GRIT)
4. DRILL .2500 DIA HOLE AT BOTTOM END (SHOWN IN DWGS. 2-60-001 AND 2-60-002)
5. MASK THE TUBE ENDS AND .2500 DIA HOLE - CHROME PLATE (THICKNESS .002  $\pm$  .001)
6. PUT THE TUBE IN A LATHE AND HONE WITH A WET STONE (GRIT 400) OR EMERY CLOTH JUST TO ELIMINATE CHROME BUILD-UP. MOVE THE STONE SIDEWISE TO AVOID GROOVES.
7. MACHINE -29 LOWER BUSHING TO MATCH THE TUBE
8. JIG BORE -107 ADAPTER AND -39 ADAPTER TO MATCH .2500 DIA HOLE IN -35. IT IS VERY DIFFICULT TO DRILL THROUGH A CHROME PLATED PART.