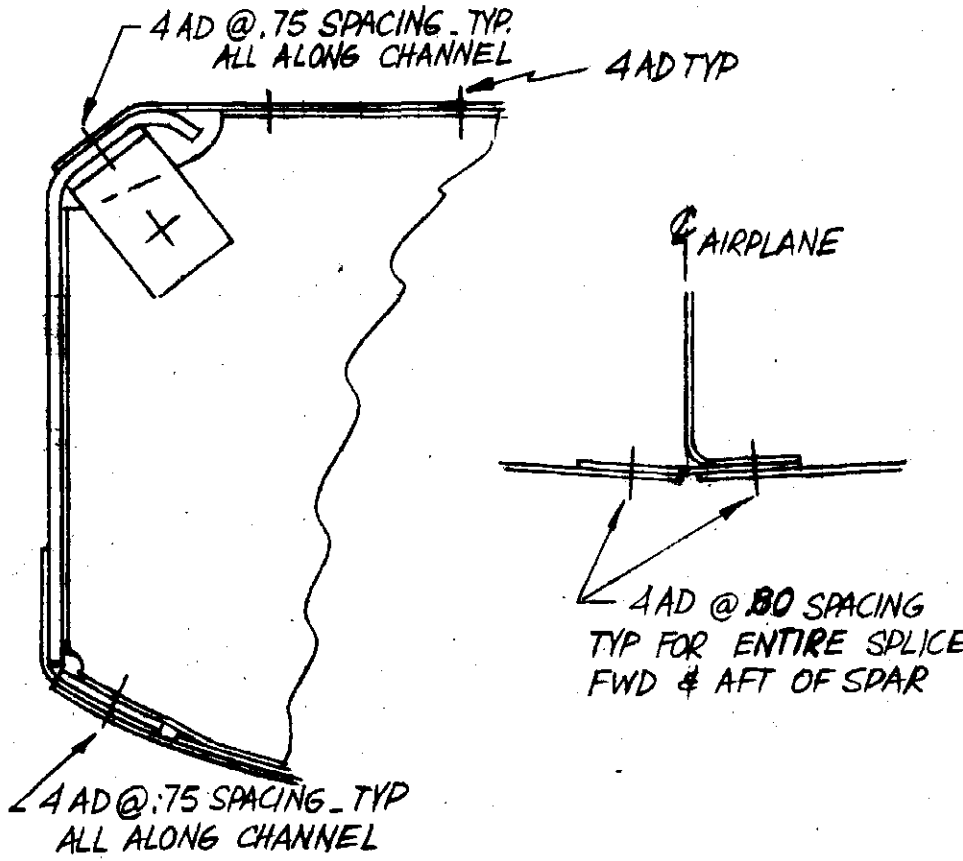


ENGINEERING CHANGE NOTICE # 3

SHEET # 1
MARCH 1966

DWG 1-10.006 - CENTER RIB & FLAP CONTROL - WING
(ADD INFORMATION)



DWG 1-50.007 - CONTROL STICK

CHANGE ALL ALUMINUM NUTS
TO STEEL AS FOLLOW

WAS	SHOULD BE:
AN 364-D1032	AN 364-1032
AN 364-D 428	AN 364-428

(IMPROVE SAFETY) -

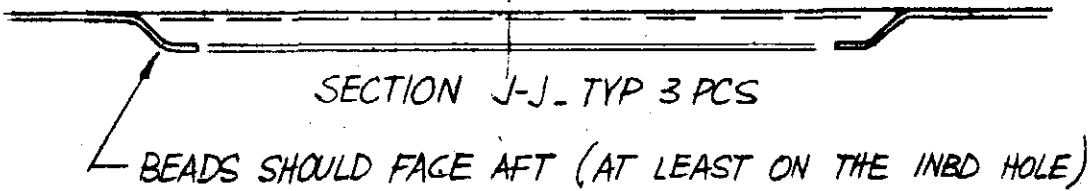
DWG 1-10.001 - WING ASSY

BOTTOM SKIN FWD OF MAIN SPAR
BETWEEN ROOT RIBS .SHOULD
BE .032 - 2024-T3 CLAD.
BOTTOM SKIN AFT OF MAIN SPAR
BETWEEN RIBS AT 10.00 IN..
OUTB. OF ROOT RIB, SHOULD BE
.032 - 2024-T3 CLAD.
TO SPLICE THE FRONT-BOTTOM
SKIN AT THE ROOT RIB WITH THE
OUTB. .040 SKIN, USE 1/8 UNIV
HEAD AD RIVETS @ .75 SPACING
TO SPLICE THE AFT BOTTOM
SKIN AT 10 IN. OUTB OF ROOT
RIB WITH THE .016 SKIN USE
3/32 UNIV. HEAD - AD RIVETS
@ .75 SPACING.

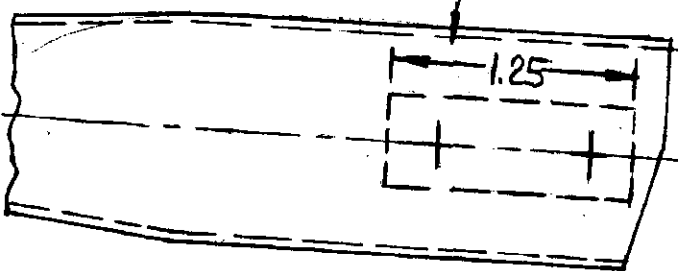
THIS INFORMATION WAS
MISSING FROM DWGS.

DWG 1-10.001 - MAIN SPAR - WING

CHANGE TO AVOID INTERFERENCE WITH AILERON CONTROL
BELLCRANK



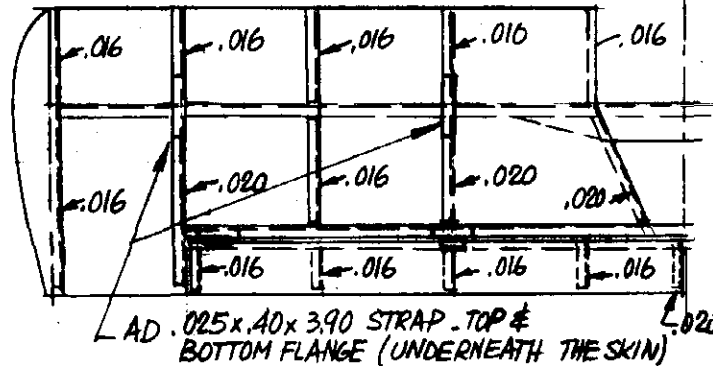
DWG 1-20.003 - STABILATOR - EMPENAGE -
LENGTH OF ALUMINUM PLUG WAS 1.00
SHOULD BE 1.25



C-C
(CORRECT ERROR)

(IMPROVE DESIGN)

RIB THICKNESS - IF YOU DID NOT BUILT YOUR STABILATOR
YET. CORRECT YOUR DRAWING AS SHOWN.
IF YOU BUILT THE STABILATOR ALLREADY LEAVE IT AS
IS. NOTICE THAT WITH NEW THICKNESSES. ALL RIBS
HAVE LIGHTENING HOLES.



36"	(17x20) WING SKIN BOTTOM-FRONT @ FUSELAGE	WING SKIN -BOTTOM-AFT (20x31)	WING SKIN BOTTOM-AFT (20x31)
	(17x20) WING SKIN BOTTOM-FRONT @ FUSELAGE		
245-T3 CLAD +.032			
144"			

ENGINEERING CHANGE NOTICE #3

SHEET #4 MARCH 1966

DWG 1-10.001

PICK UP HINGE WITH
4 RIVETS (5AD) EACH SIDE

FLAP HINGE LINE

AD THIS INFORMATION TO
THE WING PLAN VIEW AT
THE LEFT END OF SHEET

4 AD @ .75 SPACING
TYP FOR WHOLE
GUSSET EXCEPT AT
HINGE.

.032 GUSSET (SEE
DETAIL IN DWG 1-10.006)

CENTER RIB

☉ AIRPLANE

