

New This Issue

Revision A2k
Revision A11f
Revision A12c
Revision B7d
Revision F1i

Revisions are listed by plans sheet number followed by a revision letter, and each revision is dated. Upon receiving a revision, make the required changes on the appropriate plans sheet and record the revision letter in the title block. Many of these revisions are minor and will not require a new plans sheet and others will require a completely new drawing.

This list includes all revisions issued prior to this date, plus a number of revisions issued on this date. To highlight the revisions issued on this date, the revisions titles are printed in bold face. For the sake of simplicity, all "new drawing issued" and "drawing cancelled" revisions are listed separately.

New Drawings Issued

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Revision GG116a, March 10, 1983

Drawings Cancelled

Revision A3d, April 10, 1986
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Revision EE21a, April 10, 1986
Revision EE22a, April 10, 1986
Revision EE23b, April 10, 1986
Revision G8c, April 15, 1991

Revisions

Revision A2f, March 10, 1987

- (1) Section C-C. Change MS16997-36 to MS16998-31 at handle flop-over point. (MS16998-31 is a 10-32x1" socket head cap screw.)
- (2) Section C-C. Change MS16998-31 to MS16997-36 at collar installation. (MS16997-36 is an 8-32x1" socket head cap screw.)
- (3) Change P/N 736-2 (wheel well door) to P/N 836-2.
- (4) Change P/N 736-4 (gear door) to P/N 836-4.
- (5) Section B-B. At P/N 773 add note: Sand, file or machine to match width of spar.
- (6) Section B-B. At forward end of P/N 706, shim as required with AN960-816 or AN960-816L washers between P/N 880-1 washer and P/N 772-2.

Revision A2g, June 10, 1987

- (1) Change AN3-12 to AN23-12 at pushrod and gear door.
- (2) Change MS21783-42 to MS27183-42 at gear door pushrod at the gear leg.

Revision A2h, December 10, 1987

- (1) Change P/N 503-5 to P/N 503-9 at two places. (These are the axle spacers for the Cleveland 5.00x5 installation. See the detail on the far left of the drawing, above the famous foot.)

Revision A2i, September 10, 1991

- (1) Section A-A. At installation of P/N 719, change P/N 880-2 to P/N 880-1 (which is a 7/16" ID washer).
- (2) Section A-A. At installation of P/N 723 (two places), change P/N 880-1 to P/N 880-2 (which is a 5/16" washer).
- (3) Section A-A. At installation of P/N 705, at both forward and aft ends change P/N 880-1 to P/N 880-2 (which is a 5/16" washer).
- (4) Detail E. Change AN23-18 to AN23-20.
- (5) Detail E. Screwjacks currently being shipped from Sequoia Aircraft have an integral stop, thus no installation of the stop is necessary.
- (6) Add note 8: Remove material from the inboard end of P/N 512-1 and P/N 512-2 screwjack sleeves so that when the landing gear is fully retracted, there will be 3-5mm of clearance between the end of the screwjack sleeve and the universal joint. This is required because of an incident in which a bottomed-out screwjack sleeve seized from steel-against-steel contact and resulted in a gear-up landing.

Revision A2j, August 2, 1999

- (1) For your information, the wheel bearings used for the Rosenhan main wheels have the following numbers on the package:
LM67000LA 90035
1-LM67000LA
1-LM67048
These are probably Timkin part numbers.
- (2) Change Lincoln 5212 grease fittings to Lincoln 5210 (which are the same part, but with a new part number).

Revision A2k, June 15, 2008

- (1) Section B-B. Change P/N 880-1 (7/16" washer) to P/N 880-2 (5/16" washer) at both ends.

Revision A5e, September 1, 1982

- (1) Add note: The cross section of the main wing spar is confusing and should not be used as a guide to install the wing spar.

Revision A5f, September 10, 1991

- (1) Present design of P/N 621 being shipped by Sequoia Aircraft does not have a reduced-diameter fitting on the aft end, thus eliminating the need for a P/N 623 bushing inside the universal joint.
- (2) Add note: Remove material from the aft end of P/N 604 screwjack sleeve so that when the landing gear is fully retracted, there will be 3-5mm of clearance between the end of the screwjack sleeve and the universal joint. This is required because of an incident in which a bottomed-out screwjack sleeve seized from steel-against-steel contact and resulted in a gear-up landing.

Revision A7f, September 10, 1991

- (1) All previous revisions cancelled. This revision is simply a consolidation revision, and all of the changes listed below are the same as before.
- (2) Change 3/32"x3/4" wood screws (16) to No. 4x3/4" sheet metal screws (16).
- (3) Section C-C. Change P/N 803-4 to MS16998-31 (cad plated 10-32x1" socket head cap screw).
- (4) Section A-A. Change AN3-17A to AN3-15A.
- (5) Detail H. Change MS24694-S54 to MS24694-S50.
- (6) Show AN23-24A, AN960-10L, MS21042-3 installed through P/N 792 canopy track at the aft end of the left side of the aircraft. This is a "stop" and should contact P/N 794 below P/N 795.

Revision A9d, April 15, 1991

- (1) Detail C. Add alternative governor: McCauley D-20611-2. The screws for this governor should be 8-32x.625" screws for use with P/N 810-1 and should be tightened to 18-24 in/lbs of torque.
- (2) To identify cables, P/N 885-1 throttle control cable is 99" long.
- (3) To identify cables, P/N 885-2 propeller control cable is 76" long.
- (4) To identify cables, P/N 885-3 mixture control cable is 87" long.

Revision A11f, June 15, 2008

- (1) Section A-A. Show Harrison P/N 8526250 oil cooler as "Now Niagara 20002A"

Revision A12a, April 10, 1982

- (1) The diagonal lines for the plywood is a drafting practice known as "hatching" and indicates the area for the different thicknesses of plywood. The hatching does not indicate the grain direction. The proper grain direction of the wing and tail skins is with the face grain of the plywood running parallel with the leading edges. The grain direction of the 2.5mm side panels on the fuselage is fore-and-aft, as is the plywood on the fuselage aft of frame No. 8. The top fuselage skins may be run across the fuselage or fore-and-aft (whichever is most convenient) as may be the bottom skins.
- (2) Add note: Three ply birch plywood is acceptable if 5 ply is unavailable.

Revision A12b, September 1, 1982

- (1) The wing fillet is shown incorrectly extending to Sta. 2. The fillet should extend to Sta. 1 only.

Revision A12c, June 15, 2008

- (1) Eliminate "5-ply" for birch plywood.

Revision A13f, April 10, 1986

- (1) Section B-B. Fiberglass over the three spruce blocks. (With the heat of the engine compartment, the epoxy will not hold the blocks in place.)

Revision A14f, June 10, 1985

- (1) All previous revisions cancelled.
- (2) Change P/N 709 to P/N 776
- (3) Change P/N 856 to P/N 856A.
- (4) Change AN525-416R20 to AN525-416R18.
- (5) Change AN4-20A to AN4-16A.
- (6) Change P/N 855 to P/N 839.
- (7) Change drawing to show lower pair of P/N 720 install in the same manner as the upper P/N 720; that is, with the "long"

side base on the outboard side. The 680 dimension does not change.

(8) For installation of P/N 708, change bolts through nose gear bay side wall to AN3-14A. Bolts through firewall remain AN3-15A.

(9) Add note to cover the firewall with .015" stainless steel with 1/16" asbestos or Fiberfrax ceramic paper insulation.

(10) Change 35 to 30 for P/N 708.

(11) Eliminate fittings labeled as A through E.

(12) Eliminate parts labeled as F, G, H, J, K, L, M, N, P, Q and R.

(13) There will be substantial changes to the location of equipment installed on this frame. Wiring will pass through holes in frame No. 1. The rectangular hole in the center will include the engine control cables, the tachometer cable, the cabin heat ducting, and the vacuum and fuel lines (see Drawing No. 131 & 132). The oil cooler will be installed on the engine baffling (see Drawing No. 133). Details will follow in a later drawing.

Revision A15c, June 10, 1983

(1) Change Alcor 425P-4PB 4 cyl. EGT to:

Single cyl. EGT: Alcor 211-110-0 kit

— or —

4 cyl. EGT: Alcor 211-140-0 kit

— or —

4 cyl. EGT compatible with

Sequoia 4 cyl. CHT mod:

Alcor 46150 meter (1)

Alcor 80827 dual cyl. selector switch (1)

Alcor 42525 90" EGT leads (4)

Alcor 86258 EGT probes (4)

Revision A15d, December 10, 1983

(1) Change KY196COM to KY197COM. (KY196 is 28 volt radio, and KY197 is a 14 volt radio.)

(2) Change MS24694-S2 screws for Silver Fuelgard to MS35214-27 screws, and use plain 6-32 nuts and lock washers.

Revision A16c, September 10, 1991

(1) Detail A. Trim tab control cables currently being shipped by Sequoia Aircraft are slightly smaller in diameter, thus for the black-jacketed cables, change the cable clamp to MS21919-DG4, although the MS21919-DG5 clamps supplied with the earlier red-jacketed cables may be used by wrapping the cable with electrical tape.

Revision A17g, June 10, 1985

(1) Revisions A17e and A17f cancelled.

(2) Due to spherical radius on fitting on aft end of P/N 780, there is a slight interference with the control cable fork. File the P/N 780 fitting as required for clearance.

(3) This drawing is scheduled to be eliminated and the details shown will be shown as details of other drawings. Strike out the section of the drawing dealing with the elevator (shown on the right side of the drawing) and add "see Drawing No. 402".

Revision A18d, January 10, 1982

(1) Change AN24-11 to AN24-12 at attachment of P/N 150-2 to P/N 702.

Revision A18e, March 10, 1984

(1) Show P/N 725-1 installed on outboard side of pulley. Position so that cable remains at B.L. 108.5. Note: This revision only to be installed if solid spruce is provided for a mounting base, as shown in current drawings.

Revision A19f, September 10, 1991

(1) All previous revisions cancelled.

(2) At installation of P/N 734 to frame No. 1, change hardware to AN3-14A (head aft), AN960-10L, MS21042-4 to provide grip length to go through cowling support.

(3) Change to: Line all support straps with 6mm felt. Line all other surfaces touching tanks with 6mm felt or 3mm neoprene rubber.

Revision A20a, April 10, 1982

(1) Change length of -13 assembly from 2955 to 2780.

(2) Change length of -14 assembly from 2955 to 3130.

(3) (This change is required due to interference between turnbuckle and bolt for P/N 520.)

Revision A21a, April 10, 1982

(1) There is an interference problem between the installation of P/N 807 and the fuel tank support strap fittings (see sheets A19 and C5). This may be overcome by the installation framing shown in sheet C4H.

Revision A22a, December 10, 1982

(1) Section A-A. Change AN3-17A to AN3-15A.

(2) Change 3/32"x3/4" wood screws (16) to No. 4x3/4" sheet metal screws (16).

(3) Detail F. Change MS24694-S54 to MS24694-S50.

Revision A22b, March 10, 1983

(1) Show AN23-24A, AN960-10L,

MS21042-3 installed through P/N 792 canopy track at the aft end of the left side of the aircraft. This is a "stop" and should contact P/N 794 below P/N 795.

Revision A22c, December 10, 1988

(1) Section C-C. Change P/N 803-4 to MS16998-31 (cad plated 10-32x1" socket head cap screw).

Revision A23a, June 10, 1982

(1) Change W.L.0 to W.L.+30.

Revision A26a, September 10, 1991

(1) The installation of a Century I autopilot creates an interference problem between the gyro instrument case and the nylon fitting at the alternate static source, thus for such installations, change 271-N-04x02 to 272-N-04x02.

Revision A26b, August 2, 1999

(1) At Pitot tube, change 'see Drawing No. 103 for installation' to: see Drawing No. 201, Sheet 4, Detail V for installation.

Revision A27a, June 10, 1983

(1) View A-A. Change 1K10-6-10 to 1K1-6-10.

Revision A27b, June 10, 1986

(1) Change hardware for installation of vacuum pump on engine to: MS35649-2252 (4), MS35333-40 (4). Note: MS35649-2252 is a 1/4-20 nut.

Revision A27c, September 10, 1991

(1) At artificial horizon gage port, change Airborne 1K1-2-4 to Airborne 1K1-2-4 or AN842-4D.

Revision A27d, August 2, 1999

(1) Change Airborne 1K1-4-6 to: Airborne 1K1-4-6 or P/N 888-1

(2) Change Airborne 1K1-6-8 to: Airborne 1K1-6-8 or P/N 891-1

(3) Change Airborne 1K1-6-10 to: Airborne 1K1-6-10 or P/N 889-1

(4) Change Airborne 1K22-10-10 to: Airborne 1K22-10-10 or P/N 892-1

Revision A28a, June 10, 1983

(1) Change Whelen A-315-20 to Whelen A-315-LO-14.

Revision A28b, March 10, 1984

(1) On left side of aircraft only, drill two 1/2"Ø holes through forward wing spar and fuselage frame No. 3. On aft face of forward wing spar, center of holes are located at B.L. 130 and B.L. 150 and 94 mm below bottom of floor (W.L. -420).

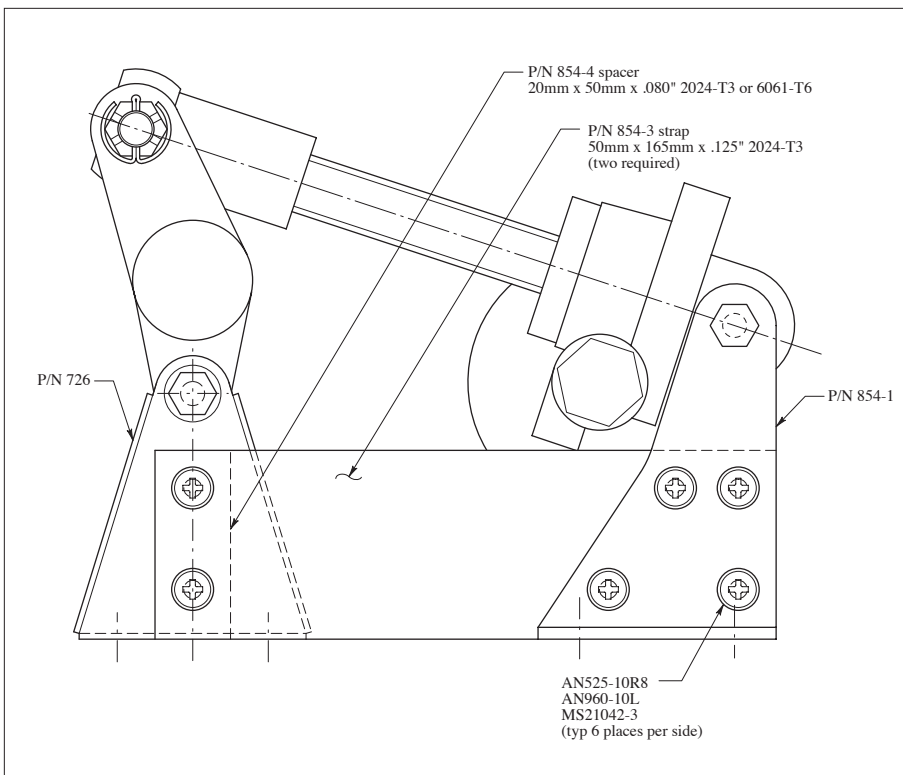


Figure 1 (for Revision B4g)

(These holes should be drilled just above lower spar cap and should not cut into spar cap.) The holes must be angled 15° "nose up". These holes are for main battery wires.

Revision A28c, December 10, 1988
 (1) Change to: 1/2 scale.

Revision B1c, June 10, 1986
 (1) Change 3/8" O.D. plastic tubing (conduit for wires) to 1/2" O.D. plastic tubing, such as Parker NN-8-062.

Revision B2l, December 10, 1987
 (1) Detail J. Change AN525-632-4 to AN526-632R4. (AN525 not available in No. 6 size.)

Revision B4c, September 10, 1986
 (1) Detail V. At aileron bellcrank installation, change AN4-15 to AN4-17.

Revision B4d, March 10, 1987
 (1) Detail R. At installation of each P/N 725-2 pulley bracket, show hardware as P/N 850-21/AN3-12A, AN960-10L (2), MS21042-3 (2).

Revision B4e, April 15, 1991
 (1) Section W-W. The bolt for the flap torque tube should have a nut: AN320-3

Revision B4f, September 10, 1991
 (1) At forward end of aileron pushrod, change AN4-11 to AN4-10.
 (2) At aft end of aileron pushrod, change AN4-11 to AN4-10.

Revision B4g, June 10, 1993
 (1) Detail S. At connection of P/N 713A to P/N 743, change AN24-17 to AN174-11 and change AN320-4 to AN310-4.
 (2) Detail S. At connection of P/N 713A to P/N 709-1, change AN24-17 to AN174-11 and change AN320-4 to AN310-4.
 (3) Detail W-W. Change AN23-31 to AN173-20 and change AN320-3 to AN310-3.
 (4) Detail U. At connection of P/N 853 to P/N 854-1 & -2, change AN24-25 to AN174-17, and change AN320-4 to AN310-4.
 (5) Detail U. At installation of flap torque tube on P/N 726, change AN24-18 to AN174-12, and change AN320-4 to AN310-4.
 (6) Detail U. Show installation of braces as shown in Figure 1.

Revision B5b, September 10, 1991
 (1) Change Whelen "PR" (red) lights to L.H.
 (2) Change Whelen "PG" (green) lights to R.H.

Revision B6c, March 10, 1987
 (1) At inboard aileron leading edge rib, change 40 to 30. (This will place P/N 214-4 rib very close to the aileron hinge, as shown on Drawing No. 204.)

Revision B6d, June 10, 1993
 (1) Like the balancing point on the aileron, show a flap balancing point 5mm outboard and 5mm forward of the innermost trailing edge point of the flap.
 (2) At this flap balancing point, add: flap balancing limit: 20-21 oz. desired, not to exceed 23 oz.. See Note 4.
 (3) Add Note 4: The flap balancing limits are intended to prevent overly heavy trailing-edge weights that can lead to flutter and they are intended as an upper limit, therefore any trailing-edge weight below 20 oz. is fine.

Revision B7c, June 10, 1993
 (1) At connection of P/N 742 to P/N 743, change AN4-17 to AN174-17.

Revision B7d, June 15, 2008
 (1) At Sta. 11, change P/N 850-30/AN3-13A to P/N 850-38/AN3-13A.

Revision B9f(?), June 10, 1986
 (1) For the flap/aileron spar, the dimension between Sta. 7 and the outboard end of the flap spar should be 265.5. This dimension will be noted on most drawings, but we are unsure if the earliest copies shipped have this.

Revision B9g, April 15, 1991
 (1) On the aft wing spar, change "8.11° or 26:252.5 slope" to 7.745° or 34:250 slope
 (2) On the aft wing spar, change "7.21° or 35:252.5 slope" to 7.97° or 35:250 slope
 (3) On the aft wing spar, change overall length of 3595.5 to 3599.5 (to correct typographical error)

Revision B10h, June 10, 1986
 (1) Change 3/8" Ø for wiring conduit to 1/2" Ø.

Revision B11g, June 10, 1986
 (1) Change 3/8" Ø for wiring conduit to 1/2" Ø.

Revision B11i, September 10, 1986
 Note: Due to an error, there is no B11h revision.
 (1) The chord line for the forward half of the rib is drawn incorrectly, although the dimensions given are correct. To draw the

chord line, at the 50% chord station, the chord line is 105.5 above the horizontal reference line.

Revision B12c, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø.

Revision B13b, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø.

Revision B14b, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø.

Revision B15b, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø.

Revision B16e, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø.

Revision B16f, April 15, 1991

(1) Station 14 aileron rib, at 70% chord station change 113.2 to 113.5. (Our special thanks to Stuart Gane for catching this error—we're going to check his airplane for accuracy!)

Revision B17b, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø.

Revision B18a, June 10, 1986

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø (3 places).

Revision B18b, September 10, 1991

(1) Sta. 10 rib: at the aft face of the aft wing spar, change 84.14 to 85.14.

Revision B19b, June 10, 1986

Note: Due to an error, there is no B19a revision.

(1) Change 3/8"Ø for wiring conduit to 1/2"Ø (2 places).

Revision C1a, June 15, 1980

(1) Change dimension between Sta. 3 & 4 from 247 to 235.

(2) Change dimension between Sta. 4 & 5 from 400 to 412.

Revision C1b, June 1, 1981

(1) Show top of dorsal fin as W.L. 360.

Revision C2h, June 10, 1985

(1) Label access door at Sta. 12 "P/N 837B". This access door should be increased to 165mm length (so that you

can reach into the aft section with your arm.)

(2) Change 20x35 spruce or poplar to 20x40 spruce or poplar at sides of cockpit on top of longeron to match width of frame tops.

(3) Section A-A. Change 10R to 3/8"R (for 3/4"OD canopy slide tube).

(4) Change dimension between Sta. 3 & 4 from 247 to 235.

(5) Change dimension between Sta. 4 & 5 from 400 to 412.

(6) Show a 15x15 spruce or poplar lamination on the aft face of the forward wing spar below the lower side longeron and extending down to a point approximately 130mm from the aircraft centerline (see sheet B1b). This is to provide a gluing strip for the fuselage skin where the forward wing spar passes through the fuselage skin contour.

(7) Show a 20x20 spruce or poplar laminated strip on the aft face of frame No. 6 below the lower side longeron (see sheet B2e). This is to provide a gluing strip for the fuselage skin where the lower section of the frame extends past the fuselage skin contour.

(8) At the intersection of the side longerons and the two stabilizer spars note: "cut longerons as required". This is necessary to place the stabilizer at the specified 70mm height above W.L. 0 and if it is not done the upper elevator cable will hit one of the fuselage frame cross members, and the elevator control arm will hit the top longeron.

(9) If you wish, show the 20x40 spruce or poplar strips on each side of the cockpit (sometimes called the "coaming" —that is, the strips that will be the base for the canopy track) extending all the way back to and butting against frame No. 7. The Aeromere Falcos were built this way, and we think it is a good idea. The inside of the cockpit is skinned with 1mm plywood back to frame No. 7. This strip will provide a place to glue the upper inside skin, and then the lower inside skin. The inboard face of the aft end of the strip should be 10mm outboard from the inboard face of frame No. 7, to provide a face for the plywood that will become the aft end of the luggage compartment.

(10) At the nose gear bay, show blocking at forward end to provide solid wood under P/N 708. Change 20x16 spruce or poplar to 20x18 spruce or poplar for best fit with nose gear drag strut support and anchor plate; however, 20x20 or 20x16 (from previous revisions, since cancelled) may be used without difficulty.

(11) At the aft end of bay (on right side of aircraft only), show 50mm wide spruce or poplar block running vertically. This is to provide solid wood under P/N 717 (see sheet A5). Add note to install P/N 717 before completing left side of nose gear bay.

(12) Install the diagonal frame between Sta. 2 & 3 in accordance with Drawing No. 314.

(13) Show top of dorsal fin as W.L. 360.

(14) Section A-A, show C/L of radius at W.L. 350.

(15) Section A-A, for clearance with canopy frame the dorsal frame should not be wider than 25mm at W.L. 340.

(16) Change seat floor skin from 2mm to 2.5mm (the seat floor is the same as the top wing skin).

(17) If you plan to add the left hand throttle modification, add a 50x50 spruce triangular block to the forward face of frame No. 4 and below the coaming. See Drawing No. 157.

(18) Wing spar installation might be confusing. The spar is shown in cross-section at wing Sta. 1. The top of the spar is located at W.L. -355, matching the top of the cross-member of frame No. 4, and the bottom of the spar should be contoured to match the bottom center longeron, which should not be cut.

Revision C3q, June 10, 1986

(1) Drawing No. 302, Fuselage Frame No. 1: At two vertical braces provided for the installation of Christen P/N 803 Separator, change 275 to 220 and change 32 to 25.

Revision C3r, September 10, 1986

(1) No. 303 Fuselage frame No. 2, add call-out at the bottom: 1.2mm birch plywood (forward and aft faces)

Revision C5g, April 10, 1986

(1) Previous revisions cancelled.

(2) No. 313 Fuselage Frame No. 8. Indicate hardware to join frames as:

AN4-22A (12) torque to 50 in/lbs.

AN970-4 (24)

MS21042-4 (12)

(3) No. 301B Fuselage Jig. Change dimension between Sta. 3 & 4 from 247 to 235.

(4) No. 301B Fuselage Jig. Change dimension between Sta. 4 & 5 from 400 to 412.

(5) No. 313 Fuselage Frame No. 8. Add note to bolt hole 55mm inboard of 10x20 stringer: "This bolt is also used for fuel tank band mount."

(6) Frame No. 11. The upper elevator

cable will be at W.L.+7.75; therefore, the cross member should be raised to 16mm above W.L. 0.

(7) Frame No. 9, 10 & 11. Draw arrow to show that "10x15" refers to the cross brace.

(8) No. 313. Frame No. 9, 10 & 11. Add note to 1.2mm birch plywood: forward and aft face.

Revision C6a, April 10, 1980

(1) At lower center drawing, change 220 to 160, change 350 to 340, and change diagonal braces to 15x15 spruce or poplar.

(2) At lower left drawing, change location of diagonal braces from 100 to 110 from centerline. Change vertical dimensions for gusset from 100 to 95, and change width of lower gusset from 60 to 45.

Revision C7a, April 10, 1982

(1) The jig will require some modification between Sta. 12 & 13 to clear the radius in the plywood in the forward fin spar and for clearance with the channel-nuts for the rudder hinges. To prepare for these changes, it is best to make the interior of the jig of solid wood.

Revision D1b, September 10, 1991

(1) At center elevator hinge, change AN4-17 to AN4-16.
(2) At outboard elevator hinge, change AN4-11 to AN4-10.

Revision D3e, June 10, 1988

(1) Change P/N 755 to P/N 775. (This is the trim tab control arm.)

Revision D4d, September 10, 1993

(1) As an option for simpler construction, the -4, -8 and -9 ribs may be made of 6mm solid spruce.

Revision D6g, December 10, 1988

(1) Change 405-9 rib to 6mm spruce.

Revision D6h, September 10, 1993

(1) As an option for simpler construction, the -4, -7, -10 and -13 ribs may be made of 6mm solid spruce.

Revision D7c, June 10, 1988

(1) The 4mm plywood spacer on the aft face of the elevator spar extends from B.L. 25 to B.L. 25. The arrowheads on the dimension lines are missing at the aircraft centerline.

Revision D7d, September 10, 1991

(1) Forward Stabilizer Spar. Change the C/L "H" of 90 to 93 to allow for a better fit

with the Sta. 0 rib and to provide a constant bend radius (inside radius 7502.3!) from Sta. 1 to Sta. 1.

Revision D8b, September 10, 1991

(1) At upper rudder hinge, change AN4-11 to AN4-10.

Revision D13h, September 10, 1993

(1) As an option for simpler construction, the -2, -5, -7, -9 and -10 ribs may be made of 6mm solid spruce.

Revision D14g, September 10, 1993

(1) As an option for simpler construction, the -5 and -8 ribs may be made of 6mm solid spruce.

Revision D14h, August 2, 1999

(1) At tip bow detail, change Sta. 6 to Sta. 5

Revision E1c, August 2, 1999

(1) Change MS24775-128 to MS28775-128 (to correct typographical error)

(2) Identify Oleo Cylinder as P/N 553
(3) To cure a problem of slow leakage, you may replace MS28775-128 O-rings with MS28775-215 O-rings, which are oversized and must be stretched to be installed.

(4) For your information: the Shrader valve uses two O-rings, a MS28775-015 at the base, and an AN6227-4 inside the valve assembly.

Revision F1g, March 10, 1987

(1) At junction of the nose gear torque links, change AN4-13 to AN4-14.
(2) At upper torque link, change AN24-38 to AN24-40.

Revision F1h, August 2, 1999

(1) Possibly useful information: On the nose wheel bearings, the O-rings on the inside are MS29513-022.

Revision F1i, June 15, 2008

(1) Change 165 stroke to 147.

Revision F3A, April 10, 1980

(1) Change tube size from 1-15/16" OD x .109" wall to 2" OD x .095" wall.

(2) Change 49Ø to 1.980" ± .005".

(3) Change 49.20 ± .025 to 1.990" ± .001".

(4) Change thread 49.5-1.25 to thread 2"-20 TPI.

(5) Change 47.5Ø to 1.910"Ø.

(6) Change tube ID from 45.000-45.025 to 1.810" ± .0015".

(7) Change 58Ø to 2.25"Ø.

Revision FF2a, January 2, 1980

(1) Change 17Ø to .648"-.649"Ø.

Revision FF2b, February 10, 1981

(1) Change quantity to 2 per aircraft.

Revision FF2c, April 10, 1986

(1) Change to: see Drawing No. 102 for installation.

Revision FF3a, January 2, 1980

(1) Change 17Ø to .648"-.649"Ø.

Revision FF3b, February 10, 1981

(1) Change quantity to 2 per aircraft.

Revision FF3c, April 10, 1986

(1) Change to: see Drawing No. 102 for installation.

Revision FF4a, January 2, 1980

(1) Change 17Ø to .648"-.649"Ø.

Revision FF4b, February 10, 1981

(1) Change quantity to 2 per aircraft.

Revision FF4c, April 10, 1986

(1) Change to: see Drawing No. 102 for installation.

Revision FF7c, March 10, 1983

(1) Change 1/2-20 Acme thread to 1/2-10 Acme thread (to correct typographical error).

Revision FF10a, June 15, 1980

(1) Change 18 dimension to 16.

Revision FF11a, January 1980

(1) 34.5-34.6Ø must be changed to fit inside tube used for P/N 652.

Revision FF11b, April 10, 1980

(1) OD to be .4-.5mm smaller than ID of P/N 652A.

Revision FF12a, January 2, 1980

(1) 34Ø must be changed to fit inside tube used for P/N 652.

Revision FF12b, April 10, 1980

(1) OD to be 1mm smaller than ID of P/N 652A.

Revision FF16a, April 10, 1980

(1) Change thread size to 30-1.5.

Revision FF16b, June 1, 1981

(1) Eliminate lock wire hole.

Revision FF18c, June 10, 1986

(1) Add: See Drawing No. 122 for installation.

Revision FF19a, April 10, 1980

(1) Change .500"±.001" to .498" ±.001".

Revision FF19b, February 10, 1981

(1) Shaft may be .500"±.001"Ø and bushing made to fit. Diameter shown is acceptable since bushing must be made in either case.

Revision FF25c, September 1, 1981

(1) Change 49OD to 2.00"OD.
 (2) Change 44.950-44.975Ø to 1.809"-1.810"Ø.
 (3) Change 30-1.25 to 30-1.5
 (4) Change 20.6-20.8 to .800"-.808"OD.

Revision FF26a, April 10, 1980

(1) Change 52.5-52.8Ø to 2.078"±.001".
 (2) Change 49.300-49.500Ø to 1.992"-1.993Ø.
 (3) Add chamfer .01"x45° at upper end.

Revision FF28a, April 10, 1980

(1) Change 44.984-45.000Ø to 1.810"±.0005"OD.

Revision FF29a, December 10, 1985

(1) Change length to 100.
 (2) Change P/N to 660A.

Revision FF30a, April 10, 1980

(1) Change tube OD to .9990"-.9995"OD.
 (2) Eliminate 21mm ID.
 (3) Add note: make from 1"ODx.095"wall.
 (4) Change 32 to 1.25"
 (5) Change thread to 1"-12 UNF
 (6) Eliminate note regarding Magnaghi wheel.

Revision FF31a, April 10, 1980

(1) Change 27.947-27.980Ø to 1.123"-1.124"Ø.
 (2) Change thread to 1"-12 UNF.
 (3) Change 32 to 1.25".
 (4) Eliminate note regarding Magnaghi wheel.

Revision FF34a, June 10, 1987

(1) Change "tap 2-64" to "tap 2-56".

Revision FF36a, August 2, 1999

(1) Change 105 to 96
 (2) Change 48 to 39

Revision FF37a, August 2, 1999

(1) Change 105 to 96
 (2) Change 48 to 39

Revision G1c, March 10, 1987

(1) Detail F. Change AN5-15A to AN5-14A.

Revision G4a, December 5, 1979

(1) Change pitch of NAS 680-A08 from 40mm to 80mm.

Revision G5c, August 2, 1999

(1) For P/N 702 Control Stick, change the size of the -3 tube from 1.25"OD x .035" wall to 1.00"OD x .035" wall.

Revision G19b, June 10, 1987

(1) On the main landing gear door, change the 96mm dimension to 31.
 (2) Change MS20270A4-10 to MS20470A4-10 rivets at piano hinges on gear door and wheel well door.

Revision G25a, December 10, 1988

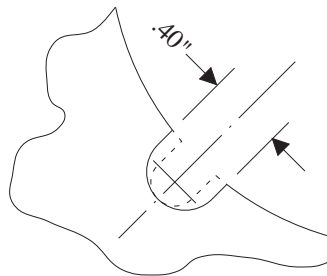
The following two changes apply to the .625"Ø hole located 167mm from the base of the part and are to accommodate new fuel selector valve:

(1) Change 21 to .58"
 (2) Change .625" to .88"

Note: the net effect of this is to move the .625"Ø hole .25" to the right.

Revision G26a, June 10, 1984

(1) Detail C. Change 3.03" to 2.95"
 (2) For King KI202 & KI206 VOR Indicator, modify corner cut-out as shown below:



Revision G27a, March 10, 1983

(1) Change No. 6x1/2" TRA screw (4) to AN525-832R6 (4) at installation of P/N 831-15.

(Revision G27b previously issued, is no longer applicable and has been eliminated)

Revision GG2a, December 10, 1982

(1) Change to: see Drawing No. 114 for installation.

Revision GG3a, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG4a, October 24, 1979

(1) Eliminate Southwest Products BLFN-4-075 bearing. Replace with Heim LSS-4 bearing. Bore remains the same.

Revision GG4b, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG5a, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG6a, February 10, 1981

(1) Missing rivet edge distance is 10mm.

Revision GG6b, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG7a, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG8a, October 24, 1979

(1) Eliminate Southwest Products BLFN-4-075 bearing. Replace with Heim LSS-4 bearing. Bore remains the same.

Revision GG8b, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG9a, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG10a, April 10, 1986

(1) Change to: see Drawing No. 204 for installation.

Revision GG11a, December 5, 1979

(1) Change hole diameter at each end to: drill 3/16". Hinge line hole is not changed.

Revision GG11b, June 10, 1985

(1) Change to: see Drawing No. 402 for installation.

Revision GG12a, December 5, 1979

(1) Change hole diameter at each end to: drill 3/16". Hinge line hole is not changed.

Revision GG12b, April 10, 1980

(1) 11mm dimension should be 10; however, first kit parts are made with 11mm dimension and are OK for use with matching channel-nut.

Revision GG12c, June 10, 1985

(1) Change to: see Drawing No. 411 for installation.

Revision GG13a, June 10, 1985

(1) Change to: see Drawing No. 402 for installation.

Revision GG14a, June 10, 1985

(1) Change to: see Drawing No. 411 for installation.

Revision GG15a, June 10, 1985

(1) Change to: see Drawing No. 411 for installation.

Revision GG16a, June 10, 1985

(1) Change to: see Drawing No. 402 for installation.

Revision GG17a, April 10, 1980

(1) 10R may be increased to 12R if desired, but 10R is acceptable.

Revision GG17b, June 10, 1985

(1) Change to: see Drawing No. 402 for installation.

Revision GG18a, June 10, 1985

(1) Change to: see Drawing No. 411 for installation.

Revision GG19a, April 10, 1986

(1) Change to: see Drawing No. 201 for installation.

Revision GG20a, September 15, 1980

(1) Change .38" bushing dimension to .56".

Revision GG20b, April 10, 1986

(1) Change to: see Drawing No. 201 for installation.

Revision No. GG21a, January 2, 1980.

(1) Show bushing as 7/16"Ø with .250"±.001"Ø hole and with a 12mm radius at the end of the part.

Revision GG22a, April 10, 1980

(1) 10R may be increased to 12R if desired, but 10R is acceptable.

Revision GG23a, April 10, 1980

(1) 10R may be increased to 12R if desired, but 10R is acceptable.

Revision GG24a, June 10, 1985

(1) Change to: see Drawing No. 411 for installation.

Revision GG25a, June 10, 1985

(1) Add: see Drawing No. 402 for installation.

Revision GG30c, June 10, 1985

(1) All previous revisions cancelled.

Revision GG31a, April 10, 1980

(1) Show thickness of plate as 4mm; however, some of kits parts have been made of 1/4" material which is acceptable but in the event a thicker material is used, the 2mm dimension for the placement of the bushing is the important one.

Revision GG32a, February 10, 1981

(1) Note on length to fit to aircraft. We calculate length as 1003mm.

Revision GG32b, June 1, 1981

(1) Add note: see note 2, Drawing No. 120 before assembly.

Revision GG33a, April 10, 1980

(1) Change 10 slot to .38".

Revision GG37A, April 10, 1980

(1) Change drill 1/4" to drill "F"(.257"Ø).
(2) Change 20 dimension for outside of flanges to 24.

Revision GG37b, September 15, 1980

(1) Change 16mm inside dimension of channel to 14mm.

Revision GG39a, April 10, 1980

(1) Change 18Ø to .649"-.650"Ø.
(2) Show "countersink 100°".

Revision GG47c, August 2, 1999

(1) Change to: see Drawing No. 201 for installation.

Revision GG51b, June 10, 1985

(1) Change to: see Drawing No. 402 for installation.

Revision GG52a, April 10, 1980

(1) Change drawing number to 838-2.

Revision GG52b, June 10, 1985

(1) Change to: see Drawing No. 402 for installation.

Revision GG56b, June 10, 1986

(1) Change to: tap 10-32 each end.

Revision GG62a, September 15, 1980

(1) Change 109 to 112.5.
(2) Change 26 to 26.5.
(3) Change length of threaded stud on right

to 12mm long and without drilled hole. (Stud on left retains drilled hole.)

(4) Change width of 18Ø shoulder to 5.

Revision GG63a, September 15, 1980

(1) Change 101 to 112.
(2) Change 26 to 27.5.
(3) Change length of threaded stud on right to 12mm long and without drilled hole. (Stud on left retains drilled hole.)
(4) Change width of 18Ø shoulder to 6.
(5) Change 136 to 151.5.

Revision GG63b, March 10, 1987

(1) Change 112 to 115. Note. For a perfectly-constructed main wing spar, 112 is correct, however a dimension of 115 will allow for some tolerance in the construction of the spar. The extra length, if any, may be taken up with washers. See Revision A2f(5 & 6).

Revision GG64A, September 15, 1980

(1) Change 92 to 103.

Revision GG64b, March 10, 1987

(1) Change 103 to 106. Note. For a perfectly-constructed main wing spar, 103 is correct, however a dimension of 106 will allow for some tolerance in the construction of the spar. Trim to width of spars. See Revision A2f(5 & 6).

Revision GG65b, September 15, 1980

(1) Previous revision cancelled.
(2) Change drilled hole to 3/8"Ø.
(3) Show Lincoln No. 5036 grease fitting (drive type) installed.

Revision GG65c, April 10, 1986

(1) Change to: see Drawing No. 102 for installation.

Revision GG66a, April 10, 1980

(1) Change 6Ø hole to: drill #3(.213"Ø) for full thread depth.

Revision GG66b, September 1980

(1) Change drilled hole to 1/4"Ø.
(2) Show Lincoln No. 5029 grease fitting (drive type) installed.

Revision GG66c, April 10, 1986

(1) Change to: see Drawing No. 102 for installation.

Revision GG67a, April 10, 1980

(1) Label 1/4" part as P/N 772-1.
(2) Label 1/8" part as P/N 772-2.

Revision GG67b, April 10, 1986

(1) Change to: see Drawing No. 102 for installation.

Revision GG68a, September 10, 1991
(1) Add: cadmium plate.

Revision GG71a, September 10, 1991
(1) Add: cadmium plate.

Revision GG74a, September 10, 1991
(1) Add: cadmium plate.

Revision GG75a, April 10, 1980
(1) Change 6Ø hole to $.250\text{''}\pm.001\text{''}$.
(2) Add note: The web of the wheel may be drilled with lightening holes or milled out to create a spoked wheel. This will also make it easier to drill hub for roll pin installation with angle drill, otherwise hub must be drilled at an angle.

Revision GG81a, April 10, 1980
(1) Change drawing number to No. 776.

Revision GG81b, December 10, 1982
(1) Change to: drill $3/16\text{''}\text{Ø}$ on installation of P/N 708.

Revision GG85a, April 10, 1980
(1) As an alternative to the shoulder bolt shown, you may use a No. 10x1" long socket head cap screw (heat treated alloy steel) with a $1/4\text{''}\text{OD}\times.058\text{''}\text{wall}\times.50\text{''}\text{long}$ 4130N spacer. This will be stronger than the normal shoulder screws available as their threads are usually undercut. Adjust roller hole and counterbore to fit screws. Label the No. 10x1" cap screw as P/N 803-4 and the spacer as P/N 803-3. Both screw and spacer should be cadmium plated.
(2) Show roller material as phenolic, Nylatron GS, or black Delrin.
(3) Label counterbored roller as P/N 803-1 and roller with plain hole as P/N 803-2.

Revision GG88a, September 15, 1980
(1) Change quantity to 8 per aircraft.
(2) On "barrel-nut" eliminate 4Ø . Show: drill 4 pieces $.191\text{''}\text{Ø}$, tap 4 pieces 10-32.
(3) Add note: for purchasing material, straps may be ordered in 18" lengths and cut at installation.

Revision GG88b, February 10, 1981
(1) Label upper strap fitting as P/N 733-3 (8 required). Cadmium plate.
(2) Label lower strap fitting (with slot) as P/N 733-4 (8 required). Cadmium plate.
(3) Missing length on P/N 733-4 is 40mm.

(4) Change length of slot in P/N 733-4 from 15 to 10.

(5) Show P/N 733-5 Barrel (4 required) as part at lower left with $.191\text{''}\text{Ø}$ hole, and P/N 733-5 Barrel-nut (4 required) as same part with 10-32 tapped hole. Both parts should be cadmium plated.

Revision GG94A, September 15, 1980
(1) Change quantity to 2 each required per aircraft.

Revision GG98a, April 10, 1980
(1) Add note to drill $1/4\text{''}$, dimple $.50\text{''}\times 100^\circ$ (4 places). See Drawing No. 107 for locations.

Revision GG101a, June 10, 1988
(1) Show material as $.040\text{''}$ mild steel. (4130 steel is also acceptable.)

Revision GG102a, December 5, 1979
(1) Change two end holes to: drill $3/16\text{''}$.

Revision GG103a, February 10, 1981
(1) Note on length to fit to aircraft. We think 510 is correct.

Revision GG103b, December 10, 1982
(1) Our latest calculations is that the correct length is 506.5, however, this should still be fit to aircraft.

Revision GG105a, June 10, 1985
(1) Change to: see Drawing No. 410 for installation.

Revision GG106a, June 10, 1985
(1) Change to: see Drawing No. 410 for installation.

Revision GG115a, Apr. 10, 1986
(1) Change to: see Drawing No. 102 for installation.

Revision GG125a, Aug. 2, 1999
(1) Change 'see Drawing No. 104 for installation' to: see Drawing No. 201, Sheet 4 for installation.

