

ADVANCE NOTICE OF REVISION

(This Notice **supplements** all earlier Notices)

List of Revisions

Page 2: A section will be added for "Table of Contents, Volume 2," showing that Revision C revised pages i–v, vii–xiii and xx–xxv.

Section V: Elevator Assembly

Page 3: A Note will be added emphasizing that Hole A lies **over the spar flange**, not aft of it.

Section VI: Wing Assembly

Page 3: The Part No. for the "Angle, 6061-T6, .063" X 1" X 1-1/4"" (Key No. 97) will be changed to **100-0640-011**.

Pages 68–70: All portions of Step 18 and Figure 30 related to the **root rib web doubler angles** will be moved to a new Step 40.1. If the web doublers are positioned exactly as indicated in Figure 30, they may interfere with later riveting of the skins to the root rib. Therefore, this procedure will be postponed until after all the skins have been drilled. Instructions will be added to shift the fore-and-aft positions of the web doublers as necessary to avoid any such interference.


Also, in the last paragraph on Page 70, instructions will be added to re-Cleco the root rib assembly between the spars prior to installing any of the rib doubler rivets. Riveting the assembly while it is in place between the spars will minimize problems some builders have encountered in getting the assembly to fit again after it is riveted.

Page 84: The first Note on the page will be changed to eliminate reference to a "medium push fit." All the holes for AN4-6A bolts can be drilled with a simple 1/4" bit. AN hardware is typically two to three thousandths under its nominal diameter, but as long as the 1/4" holes are drilled carefully, the fit will be adequately close without need of special undersized drills or reamers.

Page 87: The first Note on the page will be changed to eliminate reference to a "medium push fit." All the holes for AN6-13A bolts can be drilled with a simple 3/8" bit. AN hardware is typically two to three thousandths under its nominal diameter, but as long as the 3/8" holes are drilled carefully, the fit will be adequately close without need of special undersized drills or reamers.

List of Revisions (Volume 2)

Page 1: A section will be added for "Table of Contents, Volume 2," showing that Revision C revised pages i–v, vii–xiii and xx–xxv.

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Section IX: Systems Installation

Page 3: The quantity of "Aluminum Tubing, 3/8"" (Key No.79) will be changed to **180"**.

Page 192: In the Auxiliary Fuel Tank Option box, the instructions to skip Step 57, to turn to the option instructions, and then to return to Step 59 will be changed to specify returning to **Step 58**.

Also, the notation "Standard Fuel Tanks Only" will be removed from the description of Step 58. Step 58 applies equally to standard and auxiliary fuel tank installations.

Pages 217: Figure 118 will be changed to show a different contour for the aft edge of the wheel pant backing plate. This new shape is illustrated in Figure 1 of this ANOR.

Pages 278 and 279: In Step 101 and Figure 161, the minimum acceptable clearance between the aft end of the upper tailwheel spring and the tailwheel assembly will be changed to **1/8"**.

Section X: Final Assembly

Page 119: Figure 62 will be changed to show a different location for the lower aft foam spacer location. This new location is illustrated in Figure 2 of this ANOR.

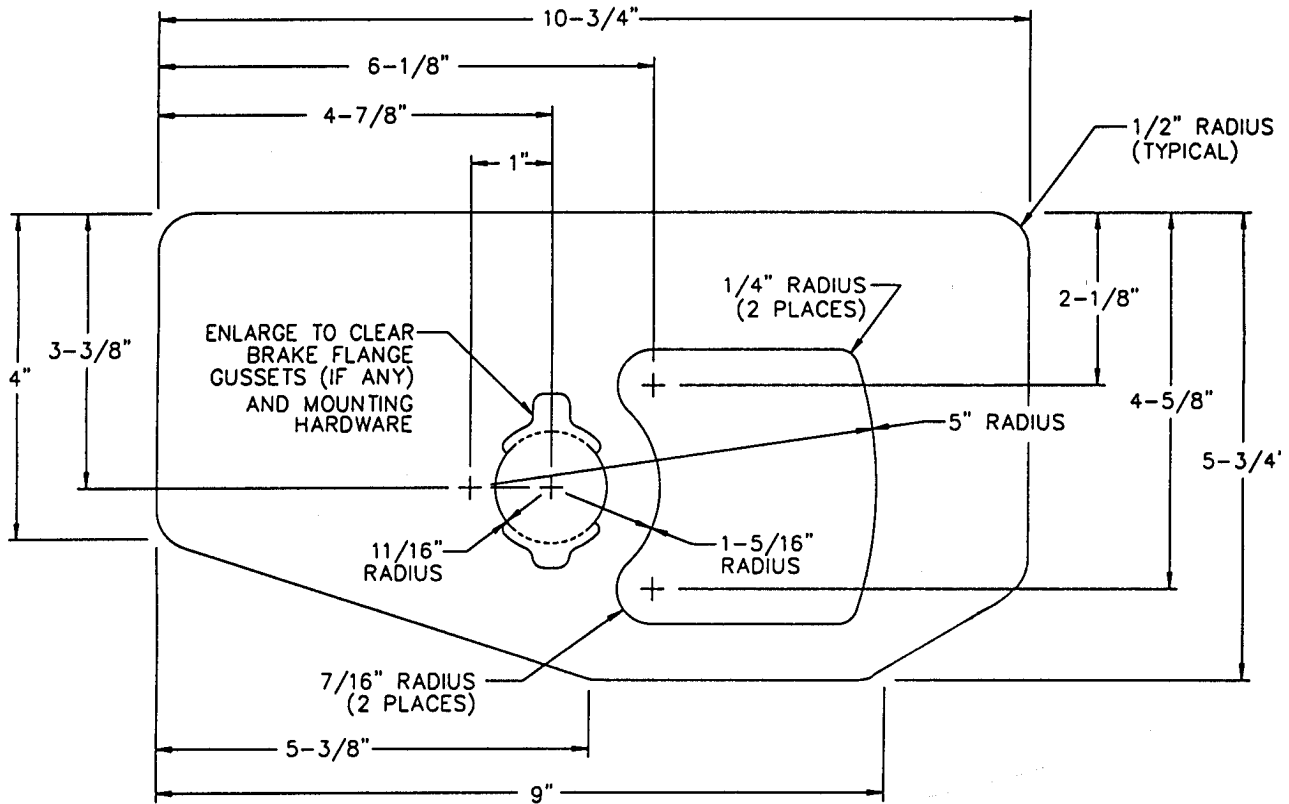


Figure 1: Revised Wheel Pant Backing Plate Aft Edge Contour

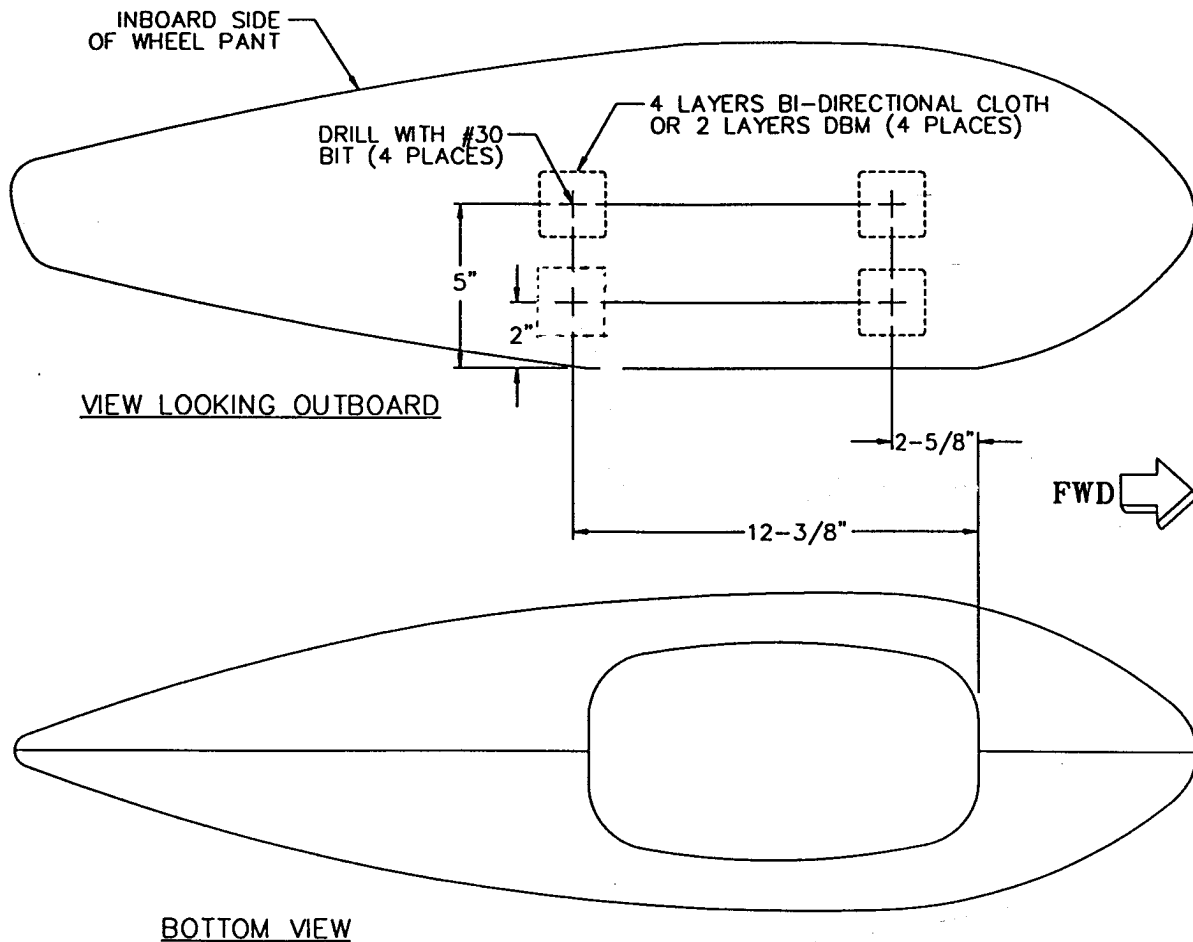


Figure 2: Revised Wheel Pant Lower Aft Foam Spacer Location