

ENGINEERING MEMORANDUM



TITLE

SLEEVE REPAIR TO TRUSS AT 189212 ATTACHMENT.

E. M. NO.		12066		FILE CODE	111
EFFECTIVE		48 required		COPYES TO	NO
DWG. NO.	JOB NO.		CUSTOMER'S ORDER NO.	ENG.	3
CUSTOMER		RCAP		INSPEC	6
TYPE AIRCRAFT		Expeditor		PROD	9
AIRCRAFT REGISTRATION NO.		PLANNING		PLANNING	2
DATE		JUL 14/56		MAT. CONT.	2
DWG. CHANGE		YES		CONT. ADM.	1
NO		NO		R.C.A.F.	2
				FIELD	1
				DWG. CONT.	4

DISPOSITION OF STOCK		AS NOTED	
CHECK BLOCKS AFFECTED	REWORK	SCRAP	
PARTS COMPLETED	DEFLECTION		
PARTS IN PROCESS	USE TO		
TOOLING	AFFECTED		
RAW MATL.	NOT AFFECTED		
INTERCHANGEABILITY AFFECTED	YES	NO	
STRENGTH AFFECTED	YES	NO	

APPROVALS		ENGINEERING		CONTRACTS ADMIN.		CUSTOMER	
GIVE FULL PARTICULARS AND SKETCH WHERE POSSIBLE							

ORIGINATED BY: BREWEL

B.A. PROJ. ENG. [Signature]

B.A. INSPECTION [Signature]

Cases of considerable wear have been encountered on the Expeditor truss at points of attachment of 189212 bracket since the bracket is frequently improperly secured. As a result, wear occurs under the action of vibration and backfiring.

In cases where truss tubes 404-184200-28 and 804-184200-122 wear at the points of attachment of 189212 Bracket the following repair scheme may be used. This repair scheme is restricted to cases of minor wear only. Where wear or corrosion greater than .008" occurs the Engineering Department must be consulted. For the repair, see the attached sketches.

SLEEVE

1. Weld on side tubes
2. Stress relieve the welds
3. Cut along centre line shown

INSTALLATION

1. Clean the truss tube (s) being repaired and clean out corrosion by means of steel wool, in such a manner as to have no sharp change in cross section.
2. Prime with zinc chromate primer to MIL-P-6889.
3. Prime the sleeve with zinc chromate primer to MIL-P-6889.
4. Install the sleeve (s) in such a manner that the bracket can be installed in accordance with drawing 189210.
5. Paint the whole assembly with aluminum lacquer to MIL-L-7178.

NOTE: All references, contained herein to drawings are to Beech Aircraft Corporation drawings.

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SLEEVE KEYPIN TO TANKS
AT 189212 ATTACHMENT

E.M. No.

12006

ISSUE	DATE	REVISION	APPROVALS
A	JUN 14 '58	ORIGINAL ISSUE, SHTS. 1 TO 3	ON SH. 1
B	NOV. 4 '59	SH. 4 ADDED	ON SH. 1

BRISTOL AIRCRAFT (WESTERN) LIMITED

WINNIPEG

CANADA

Bristol

MAJOR RED CROSS AIRCRAFT LTD.

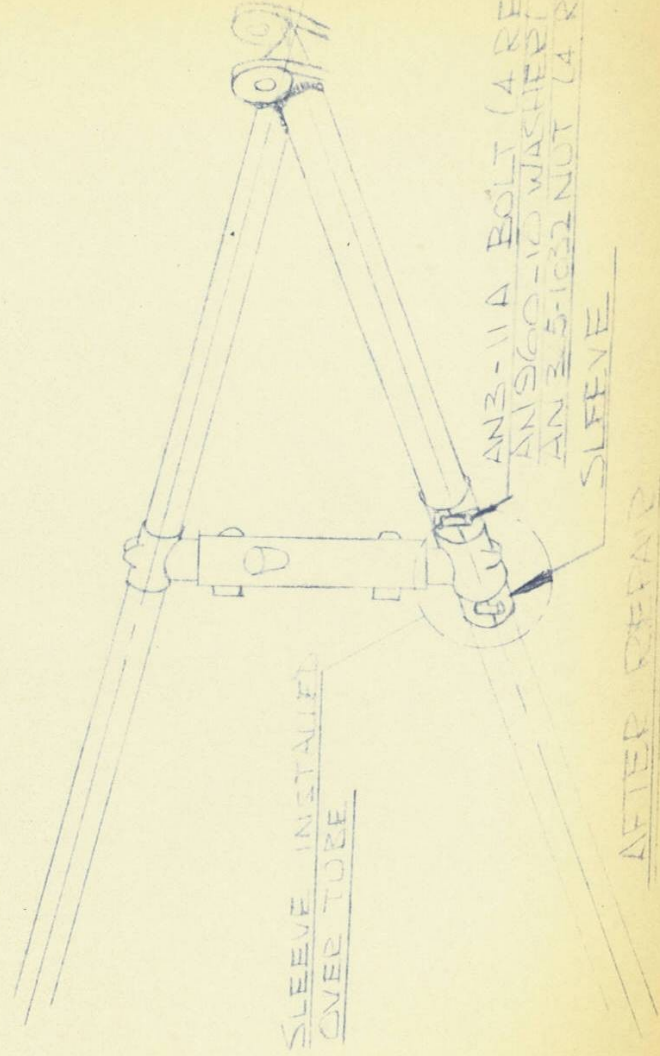
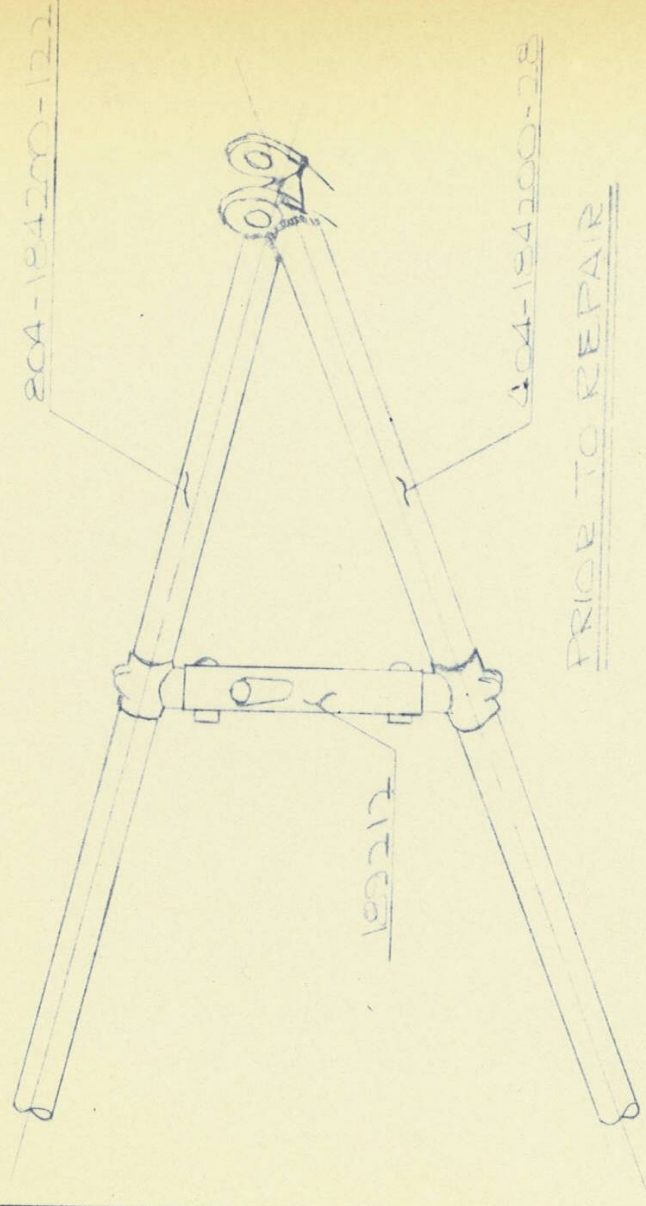
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SLEEVE REPAIR TO TRUSS
AT 189212 ATTACHMENT

E.M. No.

17006



ENGINEERING MEMORANDUM

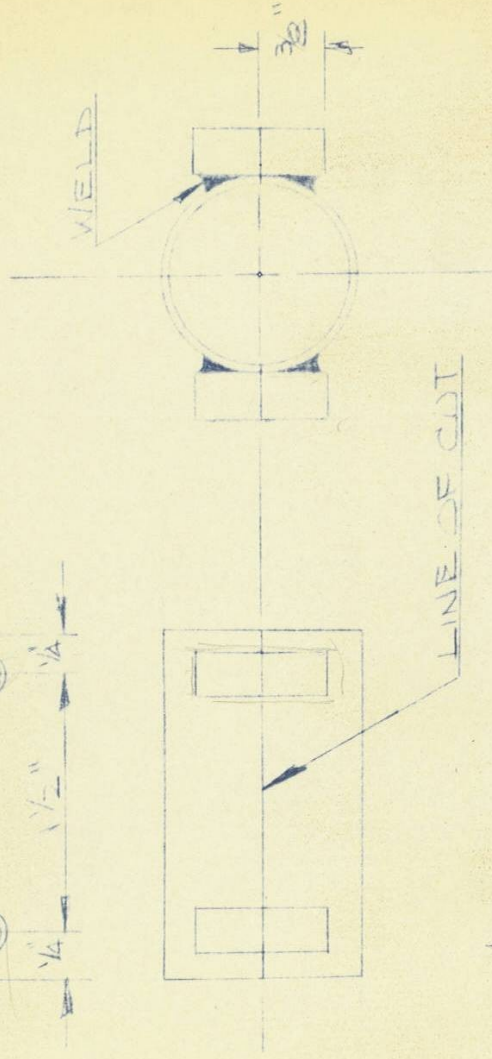
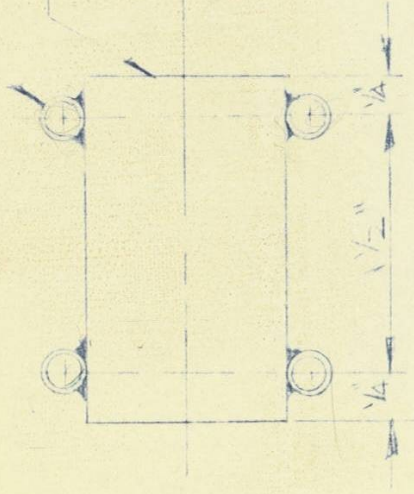
TITLE

SLEEVE REPAIR TO CROSS AT
189117 ATTACHMENT

EM 1112006

$1/4" \phi \times 0.29 \times 3/4" \text{ LONG}$
TUBES - 4 REQUIRED

$1/8" \phi \times 0.50 \times 2" \text{ LONG}$
TUBE - 1 REQUIRED



NOTES:

1. TOLERANCE ON ALL DIMENSIONS $\pm 1/32"$
2. ALL TUBES AISI 4130, MIL-T-6756, TYPE I, COND N1

SLEEVE

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189212 ATTACHMENT

E.M. No.

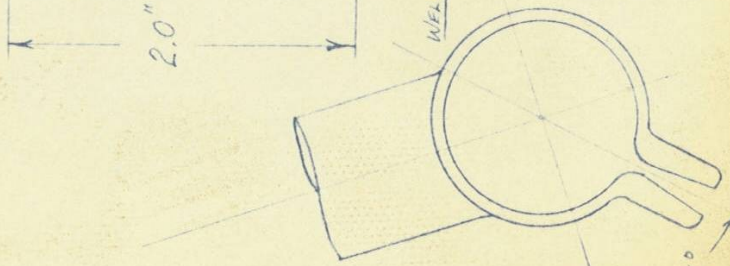
12006, ISSUE B

WHERE THE REPAIR SCHEME CALLED UP IN
THIS E.M. IS EMPLOYED, THE CLAMPS 189211
AND 189213 WILL HAVE TO BE REPLACED WITH
NEW CLAMPS AS SHOWN IN THE DIAGRAMS:

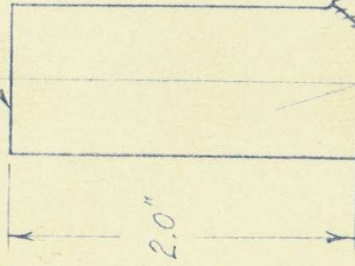
16°

AN 741-9 CLAMP
1 REQ'D

$\frac{1}{8}$ x .058 TUBE



AN 741-9 CLAMP
1 REQ'D



UPPER CLAMP - REPLACES
CLAMP 189213

NOTE: 1. TUBES TO BE 4130,
MIL-T-6736A, TYPE I,
CONDITION N.

2. PARTS TO BE
CADIUM PLATED AFTER
WELDING.

3. PARTS TO BE
STRESS RELIEVED AFTER WELD

LOWER CLAMP - REPLACES