

TITLE Repair Upper Tail Truss Bearing		E.M. NO. 12123	FILE CODE 111-22
EFFECTIVE As Required			
PART NO.	PART NAME	DWG. NO.	COPIES TO
		10-9192	NO.
USE OF E.M.		CUSTOMER'S ORDER NO.	NO.
DISPOSITION OF STOCK		CUSTOMER	NO.
SALVAGE	CHECK STOCKS AFFECTED	R.C.A.B.	ENCL. 2
CONDESNON			INSPEC. 6
STOP ORDER/RELEASE	NOT AFFECTED	Expeditor 3	PROG. 9
NEW DRAWING			PLANNING 2
REVISED DRAWING	USE TO DEPLETION	TYPE AIRCRAFT	MAT. CONT. 1
VARIATION	REWORK		CONT. ADM. 1
OBSCLETE NOTICE	REWORK	AIRCRAFT REGISTRATION NO.	R.C.A.P. 3
USE AS NOTED	REWORK	DATE	ESTIMATING 1
	REWORK	DWG. CHANGE	DWG. CONT. 6
	REWORK	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
	REWORK	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
APPROVALS		DATE 18 Sept. 57	
ENGINEERING: <i>[Signature]</i> CONTRACTS ADMIN.: <i>[Signature]</i> CUSTOMER: <i>[Signature]</i>			

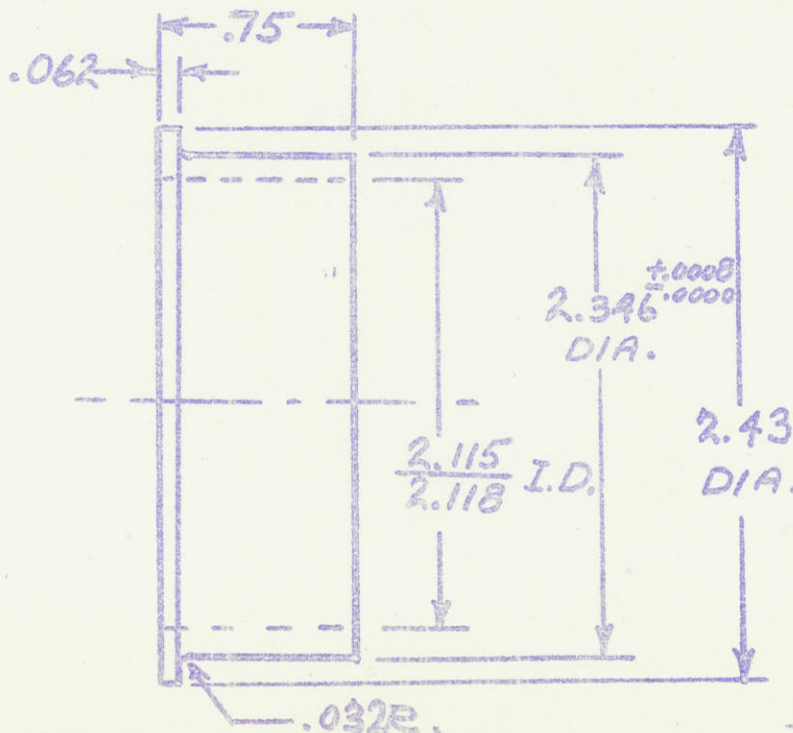
GIVE FULL PARTICULARS AND SKETCH WHERE POSSIBLE

A case has occurred where the upper bushing 404-188687 in the tail wheel truss assembly has been found loose. This is due to the machined portion in the truss assembly being oversize.

This condition will be corrected by fabricating a new bushing to sketch shown below. The inside diameter of the bushing is to be met after installation.

This M.I. may be applied to general cases by making the outside diameter of the bushing equal the measured inside diameter of the truss plus

$\pm .0008$ inch.
- .0000



MAKE FROM
BRONZE SPEC.
QQ-B-746
COMP. A

TOLERANCES:
TWO DECIMALS $\pm .03$
THREE DECIMALS $\pm .010$
IF NOT OTHERWISE NOTED.