

TITLE Repair of centre section truss - Aircraft 1525		E.M. NO. 12481		FILE CODE 111
		EFFECTIVE A/C 1525 ONLY		-11
PART NO.	PART NAME	JOB NO. 11-1870		COPIES TO NO.
USE OF E.M.		CUSTOMER'S ORDER NO.		ENG. 2
SALVAGE	<input checked="" type="checkbox"/>	CUSTOMER R.C.A.F.		ISSUED 6
CONDEMNED		TYPE AIRCRAFT Expeditor 3 TM		PROD. 9
STOP ORDER/RELEASE		AIRCRAFT REGISTRATION NO. 1525		PLANNING 2
NEW DRAWING		DATE NOV 27/57		MAT. CONT. 2
REVISED DRAWING		DWG. CHANGE YES NO		CONT. ADM. 1
variation		DWG. CONT. 4		R.C.A.F. 3
OBsolete NOTICE				ESTIMATING 1
USE AS NOTED	<input checked="" type="checkbox"/>			
DISPOSITION OF STOCK		ORIGINATED BY H. Highhouse R. A. W. PROJ. ENGR.		
ONEN: BLOCKS AFFECTED		R. Block R. A. W. INSPECTION		
FOOT AFFECTED				
USE TO DEPARTS				
REWORK				
SCRAP				
AS NOTED				
PARTS COMPLETED		APPROVALS		
PARTS IN PROCESS		J. Davidson ENGINEERING		
TOOLING		L. Campbell CUSTOMER'S ASSIST.		
RAW MATL.		H. Cameron CUSTOMER		
INTERMEDIATE STRENGTH AFFECTED				
STRENGTH AFFECTED				
YES	NO			
YES	NO			

GIVE FULL PARTICULARS AND SKETCH WHERE POSSIBLE

Expeditor 3 TM Reg. No. 1525 has been received for repair to the 29 tube member in the centre section truss assembly.

This repair will be carried out by applying heat and bending of tube as follows:

1. Pack the tube ends with wet asbestos mud to confine the heat to 29 tube only.
2. Apply a jack at the centre of the tube by supporting the jack on a bar which in turn is hooked on to each end of the 29 tube.
3. Heat the tube and straighten it by applying the jack. Do not apply heat in excess of 1200°F.
4. Magnaflux, examine carefully for cracks, clean, prime and paint aluminum lacquer.

Notes: 1. The 29 tube is bowed in 2 directions (inboard and forward). The jack should therefore be applied in such a place that will, when straightening, correct for both these bends.

2. Apply the heat in such a manner that will prevent misaligning the landing gear hinge fitting.

3. When checking the alignment of the landing gear hinge fittings it was found that the port outboard fitting was 13/64 to the rear and the starboard outboard fitting was 9/64 to the rear. This fact was also indicated by excessive wear on the inboard sides of the tires. This condition will be declared acceptable.

4. The reduction of strength in the -29 tube member due to this repair, will still leave the margin of safety within acceptable limits.

ROW - NOV-28-1957