

TITLE ADDITIONAL INSPECTION C/S TRUSS - AK HB-107				E.M. NO. 12860		FILE CODE 111
PART NO. —				PART NAME —		COPIES TO 5
USE OF E.M.				DISPOSITION OF STOCK		NO.
SALVAGE				CHECK BLOCKS AFFECTED		5
CONCESSION				NOT AFFECTED		6
STOP ORDER/RELEASE				USE TO DISPOSITION		9
NEW DRAWING				REWORK		2
REVISED DRAWING				SCRAP		2
VARIATION				AS NOTED		1
OBSOLETE NOTICE				PARTS COMPLETED		3
USE AS NOTED				PARTS IN PROCESS		1
				TOOLING		1
				RAW MATS		1
				INTERCHANGEABILITY AFFECTED		1
				STRENGTH AFFECTED		1
				YES NO YES NO		3
APPROVALS				ORIGINATED BY BREWER <i>W. Richardson</i> D. A. W. PROJ. ENG.		CUSTOMER'S ORDER NO. CDW 772010
				<i>B. Duzak</i> D. A. W. PROJ. ENG.		CUSTOMER RCAF
				DATE 1 AUG 59		TYPE AIRCRAFT EXPEDITOR 3
				DWG. CHANGE YES NO		AIRCRAFT REGISTRATION NO. HB-107
				CONTRACTS ADMIN. <i>L. J. ...</i>		SALES/COMPS 1
				CUSTOMER <i>L. J. ...</i>		R.C.A.F. 1
						ESTIMATING 1
						TEST FLIGHT 1

GIVE FULL PARTICULARS AND SKETCH WHERE POSSIBLE

A FURTHER INSPECTION OF THE CRACKED PORTION OF THE TRUSS WILL BE CARRIED OUT BEFORE ANY REPAIR OR REPLACEMENT IS ATTEMPTED. THE CRACK SHALL BE GROUND OUT TO DETERMINE CRACK DEPTH. THE OVERLAP WELD SHALL BE GROUND IN THE WELD MATERIAL, ONLY, TO REMOVE THE OVERLAP & DETERMINE THE EXISTENCE OF A CRACK. THE GRINDING MUST BE CAREFULLY DONE TO ENSURE THAT THE GRINDING GOES NO DEEPER THAN NECESSARY. THE MAXIMUM WIDTH OF THE GRIND SHOULD NOT EXCEED $\frac{1}{8}$ " ON ANY MEMBER THE MAXIMUM DEPTH OF THE GRIND SHALL NOT EXCEED THE VALUE GIVEN BELOW FOR THE RESPECTIVE MEMBERS:

-7	.072"
-9	.072"
-12	.0625"