

CH750 STOL – SUMMARY OF DRAWING REVISIONS

P/N REV.	Description	DWG #	drawing list 75-G-1 April 16, 2012	Rev. DATE 75-G-1 Dec 22, 2016
-	Edition 4 Jury struts connect half way up on the main wing struts.	75-G-0	04/16/2012	12/21/2016
-	Drawing list – change drawing date.	75-G-1	April 16, 2012	Dec 22, 2016
-	New page: Weight and balance limits. Correction to the arm for the baggage: change 1600 to 1150mm Increase of weight in the baggage area to 40 per side.	75-G-3	-	12/15
-	75T2-6 added hole diameter 4.8mm (for 3/16” pin 75T3-9) 75T2-7 added hole diameter 6.4mm (for 1.4” bushing 75T4-9)	75-T-2	05/09	05/15
-	75T3-10 Elevator rear channel, change angled from 82 to 98 degrees (top and bottom)	75-T-3	01/10	08/12
-	“TOP” text added to the blank view of 75T4-3 /1 (the top side of the skin has the cutout of 219)	75-T-4	09/09	08/14
-	Middle bottom diagram, change 30 to 27mm (overhang of bottom edge of 75T2-5 and the bottom of the spar	75-TA-1	06/10	04/16
-	75C4-5 upper elevator cable fairlead – right diagram: shortened the height of the fairlead. Left middle diagram: added a rivet through the fairlead 3 RIVETS	75-TA-2	02/11	05/15
-	Added cutout for trim tab on left side. Added part number for rear ribs 75T3-4I (inboard) and 75T3-3M (middle ribs).	75-TA-4	11/09	09/15
-	Top diagram: center line for trim of trim tab moved closer to the rib (the rod is not centered in the access cutout. Missing trim tab deflections ref 75-ZA-7 20degrees up and 40 degrees down added part number for grommet AN931-4-7 and Belton 5 wire: D33105	75-TA-5	09/09	09/15
-	New page layout. Moved mounting the slats to the wing to drawing 75-ZA-4	75-SA-1	06/10	05/15
-	New page layout.	75-AX-1	09/10	05/15

-	75A1-4 /0 I/B flaperon spar, change length from 1825 to 1823 (297+452+452+452+170 ref 75-AA-1 date 05/15) 75A1-7 Add hole info: 4.8mm hole for AN3 bolt			
75A1-8 /2	Increased the width of the skin to 556 (previously 553), change 84 to 87 (added 3mm to the dl between the top spar rivet line in the nose and the bottom spar rivet line).	75-A-1	08/11	09/15
75A1-9 /2	Increased the width of the skin to 556 (previously 553),			
-	Moved the flaperon hinge bracket mounting and bolt detail to drawing 75-ZA-5 New page layout	75-AA-1	06/10	09/15
75W9-1 to 4	New page layout Add part numbers for the L angles between the rear ribs 75W9-1 (the last angles are different for the top and bottom 75W9-4 is the bottom angle)	75-WX-1	04/12	12/16
-	75W1-2 and 2K, Layout for the cutout in the rear ribs for the for main spar extrusions: 26mm from corner of the form block to the rib flange (top and bottom) 26mm from top corner of form block down to top side of spar flange. 27mm from bottom front corner of form block up to spar flange. (208 = 26+155+27)	75-W-1	03/09	03/15
-	New page layout – corrected the orientation arrows for the strut angle 75W2-4 75W2-5 rev 1, change R20 to R19 (part is made from 1.5" bar) 75W2-5 rev 1, added hole diameter = 9.5mm 75W2-7 rev 1, removed text "supplied pre-drilled), supplied installed on spar assembly. 75W2-7 rev 1, added hole diameter = 9.5mm	75-W-2	07/11	05/15
75W3-2 /3	75W3-2 /3 Spar tip, 13 pre-drilled holes (same drilling pattern as Cruzer)			
75W3-7 /0	75W3-7 /0 Spar root angle (new part same as Cruzer) t=.032" 25x30 flanges (replaces bent flange on 75W3-1 75W3-1 /1 remove top flange 75W3-3 added hole diameter 9.8mm (for AN6 bolt) 75W3-5 added hole diameter 6.4mm (for ¼" bushing 75A2-2)	75-W-3	03/12	05/15
75W4-5 /1	75W4-5 /1 O/B rear channel: Added more predilled holes. Doubler 75W4-6 change length 110 to 112, (112 – 47 – 10 = 55)	75-W-4	04/12	05/15

75W5-1/2 75W5-1/1 -	75W5-1 Rev 2, part supplied with more pre-drilled holes 75W5-2 Rev 1, part supplied with more pre-drilled holes 75W5-6 /0 added orientation arrows: towards top of page = l/B, to the right = FRWD (straight section along the 194 side is the bottom of NR #1)	75-W-5	04/12	05/15
75W6-6/0 -	Fuel access cover change to .040" (instead of .025" part number 75W6-6 /0) 75W6-2 rev 1 O/B bottom skin: table, change x and y a the top of the column. (y0, x368)	75-W-6	3/12	02/15
75W7-1 /2	75W7-1 /2 changed 20 to 15, 42 to 46 and the angle from 119 to 116 (Same part as Cruzer C75W7-1/1)	75-W-7	04/09	04/16
75W9-1 to 5	New page – added part number for the L angles between the rear ribs	75-W-9	-	12/16
-	Use same spar as on the Cruzer Bottom left diagram: station corrections, changed STN 720 to STN 500 and change STN 960 to STN 720 (stations for wing tank channels 75K1-3). Added AD-5-6 to rivet table in middle of page (rivets in upper and lower spar caps 75W2- 2 and 75W2-3) AD-5-7 for root doubler 75W3-1 and spar web doubler 75W2-6 75W3-7 new part – crimped with a crown of 8mm, riveted on front side of spar web. Added a bolt AN3-5A at station 280 (top only – same as Cruzer spar) Strut angle 75W2-4 installed at 26 degrees. (16 rivets and 3 bolts) Added an L angle at stations 2434 (used same CNC drilling pattern as Cruzer)	75-WS-1	07/11	04/16

<ul style="list-style-type: none"> - - - - - <p>AN3-4A</p> <ul style="list-style-type: none"> - 	<p>bottom middle diagram: Change 45 to 47 (STN2040 to I/B end of rear spar 75W4-5) Added 12mm from STA2040 to the O/B edge of 75W3-3 <u>bottom left diagram on drawing:</u> Change 26 to 15 (I/B end of rear spar 75W4-4 to STA=0) 2040 – 47 - 2008 = 15 Change 100 to 91 (I/B 75W4-4 to I/B end of angle 75W4-7) 2008-55-1862 Change 58 to 48 First rivet line in web 75W4-4</p> <p><u>Right diagram:</u> Change STN3811 change to STN3814 (2040-47+1821) <u>Bottom right diagram:</u> Redraw the top profile of the rear root rib 75W4-2 (the top of the root rib is not a smooth line with the nose rib).</p> <p>Change AN3-5A to AN3-4A through rear strut upper fitting 75W3-3</p> <p>75W3-2 (same part are Cruiser) New hole pattern for the spar tip Spar tip 13 rivets A5</p>	75-WA-1	07/11	07/16
	<p>Aft edge of 75W5-6 is not in line with the aft edge of the nose skin W5-1 (correction to top left diagrams). Add notation for: A5 rivets pitch 40 through 75W2-6 A5 rivets through channel doubler 75W4-6. A5 rivets through 75W3-2. A5 rivets thru 75W4-6 Add part numbers for the L angles between the ribs</p>	75-WA-2	04/12	12/16
	<p>Add distance between L angles (75W9) to the spar rivet line = 333mm Top middle diagram: change 12 to 10 screws MS21047-L3 Anchor nuts (instead of MS21075L3) Middle left diagram: rivet through upper strut fitting 75W2-5, located approximately 35mm from bottom end of part (shown too close to the bolt). Add notation for A5 rivets through 75W3-2</p>	75-WA-3	04/12	12/16
<ul style="list-style-type: none"> - 	<p>Fuel tank: 75K1-1 rev 1, fitting E-400-00 is a 3/8NPT and E-398-000 is a 1/8" NPT threads Location of fuel outlet (side) 467 from the front (change 7 to 20 and 4 to 14) Location of drain (bottom) 445mm from the front bend (instead of 647 from front edge of skin). Diameter of the cutout for the filler neck change 56 to 59 Top middle diagram: change "outboard end on left tank only" to (OUTBOARD END ON BOTH TANKS)</p>	75-K-1	04/12	05/15

-	FUEL LINE HOSE P/N 39706 Parker 3/8 SUPER FLEX (replaces P/N FLH-6-50) Added Filler cap P/N E-482-000 flange vented fuel cap	75-KA-1	02/11	05/15
	Hole for the grommet increased to 22mm diameter (previously 19mm). Added option hole for fuel line return grommet AN931-10-14	75-KA-2	11/12	08/15
-	Added 75F6-6 side channel doubler Increase the length of the Z channel along the back side of the bottom fuselage access door. Change the orientation of the size Z angles along the access door, the flange overlaps the L angles in the middle. Added part number for the L angles on the top, bottom and side skins 75F18 to 75F20	75-FX-1	06/10	11/15
-	75F12-3 is replaced by 75N1-3 and 75F12-4 is replaced by 75N1-2, 75F16-5 is replaced by 75N1-5 Note: 75N1-2 front cabin frame gusset is installed on the front side of the cabin frame. Added 4 lightening holes in the seat base 75N11-4	75-FX-2	04/12	06/16
75F1-1 /2	75F1-1 /2 Fuselage bottom skin – resized access hole: changed 600 to 400 Repositioned access hole, change 339 to 624	75F-F-1	06/10	11/16
75F1-5 /1	75F1-5 /1 Access Cover, change 640 to 440			
75F2-3 /1 75F2-4 /1	New page layout 75F2-3 /1 Rear HT Frame – Use same part as CRUZER C75F2-3 75F2-4 /1 Front HT Frame – Use Same part as CRUZER C75F2-4	75-F-2	06/10	11/16
-	75F3-3 rev 0 Rudder hinge shim: Part narrowed by 5mm to fit between longerons properly. 52mm changed to 47, 71 changed to 66	75-F-3	09/11	05/12
-	75F5-1 /1 add the hole diameter 30mm	75-F-5	09/10	08/15
75F7-1 /2	75F7-1 /2 cabin side skin. Changed the front radius from R47 to R19 (for the recessed doors) change 135 to 85 and 144 to 152	75-F-7	09/11	07/16

-	75F9-5 /0 width measured from outside to outside = 98mm (instead of 95) 75F9-6 /0 upper bearing. Changed hole diameter to 2.025inches (instead of 2inch)	75-F-9	08/08	05/15
75F11-2/1	75F11-2/1 Same as Cruiser	75-F-11	05/11	11/16
75F11-3 /2	75F11-3 /2 (Rear seat channel). Changed angle to 87 and 90 degrees (same as Cruiser)			
75F11-4 /1	75F11-4 /1 Added lightening holes (same as Cruiser).			
75F11-5/1	75F11-5/1 Arm rest top , (same as Cruiser).			
75F11-6 /1	75F11-6 /1 Right arm rest side – same as Cruiser			
75F11-7 /0	75F11-7 /0 Seat base angle, new part added (same as Cruiser).			
75F11-8 /0	75F11-8/0 Seat base I/B angle(same as Cruiser).			
75F12-3 /1	Deleted 75F12-3 /1 Doubler replaced by 75N1-3 (for recessed cabin doors)	75-F-12	11/11	06/16
75F12-6R/3 75F12-6L/3	Door sill rev. 3 Cutout for the cabin frame are pre-cut , parts labeled individually for left and right. Change Qty=2 to 1L + 1R Change 80 to 60			
75F12-1 /1	75F12-1 /1 left arm rest side – same as Cruiser			
75F13-6 /2	75F13-6 /2 Added holes in the sat pan for the sliding seat option	75-F-13	02/12	08/12
75F14-1 /2	Lower engine mount fitting 75F14-1 rev 2, same as Cruiser	75-F-14	08/10	07/16
75F14-2 /1	Upper engine mount fitting 75F14-2 rev 1, same as Cruiser			
75F14-2 /1	75F14-2 /3 Gear strut fitting 75F14-3 bottom right diagram: show the penny washer welded on the bottom side (removed hidden lines). Top middle diagram, predrill the holes in the side plate, changed 51 to 61 (same as Cruiser)			

-	75F15-1 Cabin frame: distance across rear tube, change 1016 to 1024 Middle diagram: 16mm is measured from the rear side of the tube (not the front)	75-F-15	02/12	10/13
75F16-2 /2 75F16-5	New page layout 76F16-2 /2 Forward top skin - added more pre-drilled holes 75C16-1 /0 instrument panel form block, (table top left) station 305, Y1=189.9 (instead of 289.9) – correction to drawing only Deleted 75F16-5 replaced by 75N1-5	75-F-16	03/12	03/15
75F17-4/2	75F17-4 Rev 2, same dimension as CRUZER window 75F17-3 Added orientation, the 20mm flange is towards the front. New page layout	75-F-17	04/12	11/16
75F18-1	75F18-1 to F18-9 Added part number for the L Angles on the fuselage top skin. Supply L angles match drilled and cut to length	75-F-18	-	12/16
75F19-1	75F19-1 to F19-7 Added part number for the L and Z angles on the bottom skin. Supply L angles match drilled and cut to length.	75-F-19	-	12/16
75F20-1	75F20-1 to F20-8 Added part number for the L angles on the fuselage top skin. Supply L angles match drilled and cut to length	75-F-20	-	12/16
-	Cabin side assembly – show pre-drilled holes for the gear strut fitting, change the radius at the front	75-CS-1	11/09	07/16
75F18-1 75F19-1	75F18-1 to F18-9 Added part number for the L Angles on the fuselage top skin 75F19-1 to F19-7 Added part number for the L and Z angles on the bottom skin The L angle 738mm from the top front corner of the side skin needs to be reversed – the flange points towards the front. Shown correctly on 75-FX-1 NOTE: The label pointer is on the side of the bend. Bottom diagram: change the location of the pointer for the L angles to be on the side of	75-FA-1	06/10	11/16

	the bent. Z angle at the back of the access panel is shown with the rivet flange towards the back, it should be installed towards the front to allow overlap with the size Z angles.			
75F20-1	New page layout 75F20-1 to F20-8 Added part number for the L angles on the fuselage top skin L angles to top skin, move arrow head (header) on the side of the bend (consistent with side skin). Added a note "flange hole points inside the fuselage, ref 75-ZA-3" Left middle diagram: change 6 rivets A5 to 5 rivets A5 (the first rivet in line is an A6)	75-FA-2	09/11	11/16
-	Top right diagram: change 284 to 380, 154 to 205 Redrew end of extrusion parallel to the baggage back. Added cutout in side channel 75F4-1 for the cabin side extrusion	75-FA-3	02/11	05/15
-	Top left diagram, change A4 pitch 30 to A5 pitch 30 (vertical rivet line through the front of the cabin frame and the aft edge of the forward side skin 75F12-2) Top left diagram, change A4 to A5, L angles to the front side skins 75F12-2 (same as Cruiser)	75-FA-4	08/11	05/15
-	Top and bottom right diagrams: change 33 to 30 (distance between rivet lines in 75F8-5)	75-FA-5	06/10	08/15
C75F11-8 C75N1-2	C75F11-8 Added angle between arm rest and seat base C75N1- installed on the front side of the cabin frame (replaces C75F11-4) First bolt in lower engine mount fitting, replace AN3-5A with countersunk screw MS24694S51	C75-FA-6	08/15	11/16
75F11-7 75F11-8 75N1-2 -	Added 75F11-7 middle right diagram 75F11-8 replaces bent flange on the seat base 75F11-4 75F12-4 (Cabin frame gusset replaced) by 75N1-2 shown on drawing 75-NA-1 installed with AS-5 rivets (5 rivets in each leg)- installed on front side of cabin frame. 9 Rivets A5 (rivets in cabin side and cabin frame) Deleted dimension to locate the upper hole 114 horizontally and the 122 and 13 vertical dimensions.	75-FA-6	06/10	07/16
MS24694S51	Lower engine mount fitting C75F14-1, replace front AN3-5A bolt with machine screw MS24694S51			

75C3-1 /2	New page layout 75C3-1 /2 Change to pre-drilled holes: Removed the 2 holes centered on the bearing to the left and right of the torque tube hole. Add 4 holes, one in each corner, to the face of the bearing for 75C4-7			
-	75C3-2/0 add vertical distance between bolt holes = 116, bottom of tube to upper hole = 39mm (removed the 46) correction: 85mm is from the hole to the top of the plate 75C3-3 elevator control tube bushing – removed from drawing (replaced with CLEVIS ROD END that screws into nut welded at the end of 75C2-7)	75-C-3	10/11	12/15
75C3-11 /0	Torque tube bushing (NEW part) 1/2inch x .028inch 4130 round tube, length = 28.6mm			
75C4-7 /0	New part: Front torque tube bearing doubler 75C2-7 /0 add a 73x77mm t=.090" 6061-T6 plate bolted to the front torque tube bearing with 4 AN3 bolts.			
75C4-8 /0	New part: END PLATE ANGLE t=.063" 6061-T6	75-C-4	08/09	12/15
75C4-9 /0	New part: TORQUE TUBE END PLATE t=.080" 4130			
75C4-10 /0	New part: End plate gussets t=.063" 6061-T6 New page layout with the torque tube end plate on the right side of page			
-	View of flap motor corrected, orientation is with the motor body facing outboard. New page layout – Moved flap circuit to bottom of page - double pole switch shows with 1 and 4 at the top, 2 and 5 in the middle and 3 and 6 at the bottom. (1 and 6 are connected to red and 4 and 3 connect to black). AN4-12 changed to AN4-11 (bolt for linear actuator to bracket 75C1-1) Replace washer under the castle nut and the bearing 75C1-8 with a PENNY WASHERS AN970-6	75-CA-1	09/10	12/16
-	Right diagram: delete note to use a small bungee on the upper cable. Top middle diagram: delete note "trim 75C2-7 at stick..." Middle diagram: show AN3-6 bolts with the head on the I/B side Bottom left diagram: delete text 75C3-3 Add bolt info: 4 BOLTS AN3-4A 75C3-1 to extrusion 75F16-6	75-CA-2	04/12	12/16

	<p>New page layout, with elevator cables on the right and elevator control on the left (added ELEVATOR CABLES to title box)</p> <p><u>ADDED:</u> AN7-24 bolt through the torque tube and bellcrank (replaces 5/16" tube) AN3-13 bolt through the ¼" tube welded on 75C2-7 3 rivets A5 to attach the gusset 75C4-12 to the end plate channel 75C4-10 3 rivets A5 to attach the gusset 75C4-12 to the Z angles (around access opening) 2 bolts AN3-4A to attach the end plate 75C4-11 to the angle 75C4-10</p>			
-	Right middle diagram: Add 75C4-7 and 4 bolts AN3	75-CA-3	03/12	01/13
-	<p>Removed tow bar attachment from bottom of nose gear leg</p> <p>C75L2-3 Main gear support, add orientation for vertical flange on the O/B side.</p> <p>Added C75L2-BLR and cotter pin at the end of the main wheel axle</p>	75-LX-1	12/10	05/15
-	<p>75L1-1 /0 Nose gear leg: Top left diagram, removed slot in 3/16" plate for tow bar (rectangular plate 80x98). Bottom left diagram (side view) bottom plate is flat (only curved in rear or front view).</p> <p>75L1-7 /0 nose gear bottom bearing: change hole diameter to 2.025inch (from 2 inch)</p>	75-L-1	12/10	05/15
-	<p>Add distance on the gear for the axle bolts 1-3/4" horizontal and vertical, 9mm from aft edge of gear.</p> <p>75L2-BLR Brake line retainer (new part)</p> <p>75L2-3 tapered the corners on the 1" flange</p>	75-L-2	05/09	03/13
	<p>-Removed chock chord part number on middle diagram (already shown on top left diagram)</p> <p>-Changed 8 bolts AN3-5A to 4 bolts AN3-5A (through firewall) and 4 bolts AN3-5A with one "1 washer under head" (bolts behind firewall)</p> <p>-Removed the 90mm dimension from the firewall to the front end of 75L1-7</p> <p>Safety wire for AN4H-5A and axel bolt: safety wire .032" diameter.</p> <p>Removed slot for tow bar on the nose gear leg.</p> <p>-Nose gear leg 75C1-1, Slightly bend the plate for the bungee back (to avoid wear on the bungee)</p> <p>-New page layout – added text to <u>SELF CENTERING RUDDER TEST</u>: THROUGH THE REAR TIE DOWN RING, SECURE THE AIRCRAFT TO RAISE THE NOSE WHEEL. GRAB THE WHEEL IN BOTH HANDS AND TURN</p>	75-LA-1	12/10	08/15

	<p>IT UNTIL THE RUDDER MADES CONTACT WITH THE RUDDER STOP. RELEASE THE WHEEL AND WATCH IT RETURN TO CENTER POSITION. CHECK LEFT AND RIGHT DELFECTIONS.</p> <p>A GENEROUSE TOLERNCE IN THE UPPER AND LOWER BEARING (2.025" HOLE) WILL KEEP THE NOSE GEAR LEG LOOSE.</p> <p>WITH THE STEERING RODS DISCONNECTED, CHECK THE RUDDER PEDALS MOVE EFFORTLESSLY.</p> <p>Add text at bottom of page: STEERING DEFLECTIONS: FILE THE NOSE GEAR BOTTOM BEARING 75L1-7 UNTIL THE RUDDER HORN 75R2-4 MAKE CONTACT WITH THE RUDDER STOP 75Z1-6</p>			
	<p>Upper and lower rubber 75L2-2, top left detail diagram shows the cutout for the lower rubber.</p> <p>Add part number AN960-816 for the main gear washer.</p> <p>Top right diagram: shows the corners of the main gear support C75L2-3 cut off (rounded)</p>	75-LA-2	06/10	05/15
75Z1-7	Bubble replace by 75N2-7S	75-Z-1	12/09	07/16
75-N	<p>Page - replaced by 75-N drawings</p> <p>75Z2-1 Rev 1, Interior door handle, material correction, change 4130 to 6161-T6 (In the second drawing edition the interior door handle was a welded assembly).</p>	75-Z-2	05/11	-
	New page layout	75-ZA-1		06/16
-	<p>New page layout: Added detail of upper elevator cables (from drawing 75-CA-2) to show the cables from the horn over the fairlead 75C4-6</p> <p>Rudder cable fairlead 75Z1-5, changed 3 RIVETS A4 rivets to A5 rivets (two places)</p>	75-ZA-3	08/09	05/15
-	<p>New page layout – moved strut info from 75-ZA-5 to this page</p> <p>Level fuselage span wise (across the front of the cabin frame). With a digital protector check that the both wings are set at the same angle (across the ribs and along the spar). Removed 90 degrees (slat leading edge to fuselage center line)</p> <p>Added info for flaperon installation to the wing. Added splice detail (from drawing 75-AA-1)</p> <p>AN3-10A bolts used to attach the jury struts to the strut angles 75W7-7 changed to AN3-</p>	75-ZA-4	03/12	05/15

	7A (top left and bottom right diagram). Top right diagram: correction AN42B-14A to AN42-13A (shown correctly in bottom right diagram).			
-	New page layout – moved struts and jury strut to drawing 75-ZA-4 change title to : FLAPERON & SLAT INSTALLATION TO WING	75-ZA-5	01/12	05/15
75N1-3	Page removed (replaced by drawings 75-NA-1 and 2) Replaced 75F12-3 (doubler strip) with 75N1-3 (fuselage doubler trim support)	75-ZA-6	03/13	-
75N1-1 to 13	New page: Cabin Doors	75-N-1	-	05/16
75N2-1 to 13	New page: Rubber Door Seal Edge Trim	75-N-2	-	05/16
75-NA-1	New page: DOUBLER INSTALLATION	75-NA-1	-	07/16
75-NA-2	New page: CABIN DOOR INSTALLATION	75-NA-2	-	07/16
-	New page – Breather tube and Battery Attachment (O200 Continental)	C75-N-3	-	11/2016
-	New page – Cabin heat (O200 Continental)	C75-N-4	-	11/2016
-	New page – Fuel fittings (O200 Continental)	C75-N-5	-	11/2016
-	New page – Fuel system through cabin (O200 Continental)	C75-N-6	-	11/2016
-	New page – Engine Attachment (O200 Continental)	C75-N-7	-	11/2016
-	New page – Engine Exhaust (O200 Continental)	C75-N-8	-	11/2016
-	New page – Engine baffles (O200 Continental)	C75-N-9	-	11/2016
-	New page – Electrical Schematic (O200 Continental)	C75-N-10	-	11/2016

	OPTIONS Drawing list Correction 75-SSO-2 (instead of SS0-1)	75-GO-1	Dec 23, 2013	Sept 24, 2015
-	Center console top: deleted the 115 and 17 (width on flat layout)	75-CCO-1	05/11	05/15
-	Dual stick option: New page layout (removed duplicate info for elevator cables shown on drawing 75CA-2 Added table with additional hardware. No bushing 75C2-2 required on 75DS2-5 Added bushing 75C2-2 between the horn 75DS2-1 and the rod end on 75DS2-2	75-DS-3	01/11	08/15
75LRO1-2 /1	Changed dl from 58 to 63, changed flange from 20 to 25mm Removed the note for the fuel return fitting on the "left tank only". Added 268 dimension to locate the XI and YI at (0,0) Location of outlet, change 468 to 467 Location of drain, measured from front bend = 445 (instead of 642 from front edge of skin) Diameter of the cutout for the filler neck change 56 to 59	75-LRO-1	01/10	09/15
-	The 530mm dimension corrected to 713mm	75-LRO-2	02/11	10/13
-	Change the four bolts that attach the seat pan 75F13-6 to the seat slide to AN5-6A (previously AN5-5A) Correction 75-SSO-2 (instead of SS0-1)	75-SSO-2	08/12	06/15
-	Dual stick option: New page layout (removed duplicate info for elevator cables shown on drawing C75CA-2 Added table with additional hardware. No bushing C75C2-2 required on C75DS2-5 Added bushingC75C2-2 between the horn C75DS2-1 & the rod end on C75DS2-2	75-DS-3	01/11	08/15

DRAWING DATE TITLE

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GENERAL: 75-G-0 12/22/2016 THREE VIEW
 75-G-1 Dec 22, 2016 DRAWING LIST
 75-G-2 03/10 GENERAL INFORMATION
 75-G-3 12/15 CENTER OF GRAVITY LIMITATIONS

RUDDER: 75-RX-1 10/10 RUDDER EXPLODED VIEW
 75-R-1 03/10 RUDDER RIBS
 75-R-2 10/10 RUDDER SPAR, SKINS, & HINGES
 75-RA-1 05/09 RUDDER ASSEMBLY

TAIL: 75-TX-1 05/09 HORIZONTAL STABILIZER EXPLODED
 75-TX-2 05/09 ELEVATOR EXPLODED VIEW
 75-T-1 04/12 HORIZONTAL STABILIZER RIBS
 75-T-2 05/15 HORIZONTAL STABILIZER DOUBLERS
 AND BRACKETS
 75-T-3 08/12 ELEVATOR RIBS, SPARS, & HORNS
 75-T-4 08/14 HORIZONTAL TAIL SKINS
 AND ELEVATOR TRIM
 75-TA-1 04/16 HORIZONTAL STABILIZER SKELETON
 75-TA-2 05/15 HORIZONTAL STABILIZER SKIN
 75-TA-3 06/10 ELEVATOR SKELETON
 75-TA-4 09/15 ELEVATOR SKIN RIVETING
 75-TA-5 09/15 ELEVATOR TRIM
 75-TA-6 06/10 ELEVATOR MOUNTING ON
 HORIZONTAL STABILIZER

SLATS: 75-SX-1 06/09 SLATS EXPLODED VIEW
 75-S-1 06/09 SLATS
 75-SA-1 05/15 SLATS ASSEMBLY

FLAPERONS: 75-AX-1 05/15 FLAPERONS EXPLODED VIEW
 75-A-1 09/15 FLAPERONS
 75-A-2 04/12 FLAPERONS
 75-AA-1 09/15 FLAPERON ASSEMBLY

WINGS: 75-WX-1 12/16 WINGS EXPLODED VIEW
 75-W-1 03/15 WING RIBS
 75-W-2 05/15 WING SPAR
 75-W-3 05/15 WING SPAR FITTINGS
 75-W-4 05/15 ROOT RIBS AND REAR CHANNELS

75-W-5 05/15 TOP WING SKINS
 75-W-6 02/15 BOTTOM WING SKINS
 75-W-7 04/16 JURY STRUTS AND FITTINGS
 75-W-8 06/10 WING STRUTS
 75-W-9 12/16 WING REAR SKIN L ANGLES

75-WS-1 04/16 WING SPAR ASSEMBLY
 75-WA-1 07/16 WING SKELETON, SLAT,
 & FLAPERON BRACKETS
 75-WA-2 12/16 SKIN RIVETING
 75-WA-3 12/16 STRUT FITTINGS

FUEL SYSTEM: 75-K-1 05/15 FUEL SYSTEM
 75-KA-1 05/15 FUEL SYSTEM
 75-KA-2 08/15 FUEL LINE ROUTING

FUSELAGE: 75-FX-1 11/16 REAR FUSELAGE EXPLODED VIEW
 75-FX-2 06/16 FORWARD FUSELAGE EXPLODED VIEW
 75-F-1 11/16 REAR FUSELAGE SKINS
 75-F-2 11/16 REAR FUSELAGE BULKHEADS
 75-F-3 05/12 REAR FUSELAGE CHANNELS
 75-F-4 12/10 REAR FUSELAGE DOUBLERS
 75-F-5 08/15 BAGGAGE COMPARTMENT
 75-F-6 09/10 BAGGAGE COMPARTMENT
 75-F-7 07/16 CABIN SIDE
 75-F-8 08/10 FIREWALL
 75-F-9 05/15 FIREWALL STIFFENERS
 75-F-10 08/11 FORWARD FUSELAGE & STIFFENERS
 75-F-11 11/16 SEAT STRUCTURE
 75-F-12 06/16 FORWARD FUSELAGE
 75-F-13 08/12 SEATS
 75-F-14 07/16 GEAR STRUT FITTING &
 ENGINE MOUNT FITTINGS

75-F-15 10/13 CABIN FRAME
 75-F-16 03/15 INSTRUMENT PANEL & WINDOW
 75-F-17 11/16 WINDSHIELD & WINDOWS

75-F-18 12/16 FUSELAGE SIDE SKIN ANGLES
 75-F-19 12/16 REAR BOTTOM SKIN ANGLES
 75-F-20 12/16 FUSELAGE TOP SKIN ANGLES

75-CS-1 07/16 CABIN SIDE ASSEMBLY

75-FA-1 11/16 REAR FUSELAGE ASSEMBLY
 75-FA-2 11/16 REAR FUSELAGE TOP SKIN
 & REAR BULKHEADS

75-FA-3 05/15 BAGGAGE COMPARTMENT
 75-FA-4 05/15 FORWARD FUSELAGE
 75-FA-5 08/15 FIREWALL ASSEMBLY
 75-FA-6 07/16 FORWARD FUSELAGE
 75-FA-7 07/16 FUSELAGE JOINING
 75-FA-8 05/15 SEATS & SEAT BELTS
 75-FA-9 08/15 WINDSHIELD & WINDOWS INSTALLATION

CONTROLS: 75-CX-1 12/16 CONTROLS EXPLODED VIEW
 75-C-1 12/13 FLAP CONTROLS
 75-C-2 08/15 ELEVATOR CONTROLS
 75-C-3 12/15 RUDDER CONTROLS & CONTROL STICK
 75-C-4 12/15 FAIRLEADS / TORQUET TUBE END PLATE
 75-CA-1 12/16 FLAPERON CONTROLS
 75-CA-2 12/16 ELEVATOR CONTROLS / ELEVATOR CABLES
 75-CA-3 01/13 RUDDER CONTROLS

LANDING GEAR: 75-LX-1 05/15 LANDING GEAR EXPLODED VIEW
 75-L-1 05/15 NOSE GEAR
 75-L-2 03/13 MAIN GEAR
 75-LA-1 08/15 NOSE GEAR ASSEMBLY
 75-LA-2 05/15 MAIN GEAR ASSEMBLY

FINAL ASSEMBLY: 75-Z-1 07/16 REAR FUSELAGE FAIRINGS
 75-ZA-1 06/16 HORIZONTAL STABILIZER MOUNTING
 75-ZA-2 10/10 RUDDER MOUNTING
 75-ZA-3 05/15 FIN & RUDDER CABLE FARING INSTALLATION
 75-ZA-4 05/15 WING INSTALLATION - STRUT & JURY STRUT
 75-ZA-5 05/15 FLAPERON & SLAT INSTALLATION ON WING
 75-ZA-7 06/10 CONTROL DEFLECTIONS

ENGINE MOUNT: C75-CE-1 09/10 0-200 CONICAL ENGINE MOUNT

AIRCRAFT FINISHING: 75-N-1 05/16 FUSELAGE TRIM SUPPORT
 75-N-2 05/16 CORNER BRACE / BUBBLE
 75-NA-1 07/16 DOUBLER & TRIM SUPPORT INSTALLATION
 75-NA-2 07/16 CORNER BRACE, BUBBLE, LATCH INSL.

75-N-3 11/16 BREATHER TUBE & BATTERY ATTACHMENT
 75-N-4 11/16 CABIN HEAT WITH WINDSHIELD DEFROST
 75-N-5 11/16 FUEL FITTINGS / FUEL SENDER
 75-N-6 11/16 FUEL SYSTEM THROUGH CABIN

75-N-7 11/16 0200 ENGINE MOUNT & ATTACHMENT
 75-N-8 11/16 ENGINE EXHAUST & CARB
 75-N-9 11/16 0200 ENGINE BAFFLES
 75-N-10 11/16 ELECTRICAL SCHEMATIC
 CONTINENTAL 0-200 ENGINE

VISIT THE BUILDERS SECTION OF ZENITH AIRCRAFT CO.
 WEBSITE FOR UPDATES, www.zenithair.com.

SERIAL NO: 75-

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75-G-1

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