

March 1, 2016 SUMMARY OF DRAWING REVISIONS - Edition 1 - CRUZER CH750 – (previous drawing list C75-G-1 Dec 10 2014)

P/N REV.	Description	DWG #	Previous C75-G-1 Dec 10, 2014	Drawing list C75-G-1 March 1, 2016
-	Rudder height change 9'-2" to 8'11" (2.72m), length fuselage 23'6" to 23'2" (7.06m), wing span 29'9" to 29'7.5" (9.03m) leading edge of wing to leading of stab 13'9" to 13'4" (4.06m), length stabilizer 8' to 8'4" (2.54m) distance between main wheels 6'7" to 6'3" (1.91m) Text bottom "the construction standard provide"	C75-G-0	05/14	09/15
-	Drawing Index Change drawing date according to summary of drawing revision.	C75-G-1	Dec 10, 2014	Feb 4, 2016
-	Text by L angle (top right of page): "designated as"	C75-G-2	May 23, 2014	01/16
-	New page: Center of Gravity Limitations. Replaces ZAC Form 750-CRZ-w&b.ai (a6/14) and ZAC form: 750-crz-w&b-page2.ai (a6/14) Aft limit changed to 500mm (19.68inches) or 33% of MAC (instead of 480mm 18.9" 32%) Changed arm for baggage area from 1600 to 1150mm (45.28 inches) Increased weight in baggage area to 40 lb per side.	C75-G-3	-	12/15
-	Changes to layout, added text : Fin and Rudder	C75-RX-1	05/14	09/15
-	Text top middle "for scratch building"	C75-R-1	05/14	01/16
-	Fin tip rib C75R2-6 correction to length, changed length from 243.2 to 223.5 (adjustments to co-ordinates). Fin spar C75R2-4 left diagram, distance across bent flanges is 114 (not 124)	C75-R-2	05/14	01/16
C75R3-4 /1	C75R3-4 /1 Hinge angle, vertical flange changed to 25 (from 20)	C75-R-3	05/14	09/14

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-	Redrew rudder tip with more overhang past the front of the spar	C75-RA-1	05/14	12/15
-	- Detail in circle located in the middle of the page, change “16 rivets A5” to “rivets A5 see C75-FA-1” - Bolts AN3 in top middle detail, see drawing C75-FA-1 - Bolts AN3 in top detail, see drawing C75-FA-2 - Bottom detail, 25mm flange rivets to hinge - Redrew rudder tip with more overhang past the front of the spar	C75-RA-2	05/14	09/15
-	New page layout, I/B and O/B sections	C75-AX-1	05/14	012/15
-	New page layout to show flaperon skins with overlap on the bottom side. C75A1-4 I/B spar, length = 1823 (replace 1825) C75A1-5 O/B spar, length = 1598 (replace 1605) C75A1-9 O/B skin, length = 1618 (replace 1625) C75A1-7 Add hole info: 4.8mm hole for AN3 bolt	C75-A-1	05/14	12/15
-	New page layout: moved C75A2-5 below C75A2-4	C75-A-2	05/14	06/15
-	New page layout: Added rear view of I/B and O/B spar. Add the doublers C75A2-4 and C75A2-5 at top of page with rivet info: The I/B end of the doublers start at 250mm from the I/B end of the O/B spar C75A1-5	C75-AA-1	05/14	12/15
-	Move part number table from top left to top right	C75-WX-1	05/14	08/15
-	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.	C75-W-1	05/14	07/15

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	27mm from bottom front corner of form block up to spar flange. (208 = 26+155+27)			
-	C75W2-4 length changed to 451 instead of 446 (new layout) C75W2-6 left side: changed 17 to 15 right side changed 198 and 13 to 191 and 18	C75-W-2	05/14	12/15
-	C75W4-6 changed length to 112 (instead of 110) C75W4-8 changed length to 1918 (instead of 1916) New page layout (bottom left section of page)	C75-W-4	12/14	06/15
-	C75W5-2/1 O/B nose skin Change 1900 to 1921 (1370+550.8=1920.8) , REF C75-WA-1 (3951-2040)+10=1921 Change 866 to 868 (two places), width of skin and table for wing tip cutout Location of the bend for the leading edge, change 410 to 452 (top) change 465 to 413 (bottom) LE bend is the same for the I/B and O/B skins. C75W5-1/1 I/B nose skin, Change 866 to 868 C75W5-6 /0 Added part dimensions to drawing. Added orientation for part.	C75-W-5	12/14	06/15
-	C75W6-2/0 O/B bottom skin – wing tip cutout (table top right of drawing), interchange the X and Y at the top of the table. C75-W-6-6 /0 change t=.025inch to t=.040inch	C75-W-6	12/14	06/15
-	C75W7-1 flange 15 (instead of 20) 43 changed to 46 angle = 116 degrees (instead of 119) Replace drawings of the welded strut fittings C75W7-3 and 4 from the welded assembly to machined aluminum parts.	C75-W-7	05/14	01/16
	C753-5 change crown to 8mm (instead of 5), added 26 degrees for the strut angle C75W2-4 Lower bolt in the strut angle, changed to AN4-6A (instead of AN4-7A)	C75-WS-1	05/14	09/15
-	<u>bottom middle diagram:</u> Change 45 to 47 (STN2040 to I/B end of rear spar 75W4-5) <u>bottom left diagram on drawing:</u>	C75-WA-1	05/14	09/15

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	<p>Change 26 to 15 (I/B end of rear spar 75W4-4 to STA=0) 2040 – 47 - 2008 = 15</p> <p>Change 48 to 35 (I/B 75W4-4 to I/B end of angle 75W4-7) 2008-55-1918</p> <p>Change 58 to 48 First rivet line in web 75W4-4</p> <p><u>Right diagram:</u> Change STN3811 to STN3814 (2040-47+1821)</p> <p><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>A5 pitch 40 through 75W2-6</p> <p>A5 pitch 40 through 75W3-2</p>	C75-WA-2	12/14	09/15
-	<p>Change 12 to 10, number of screws and nutplates in Access panel C75W6-6</p> <p>Added rivet line in the bottom skin for the L angles between the rear ribs.</p> <p>Added rivet lines for L angles in the corner with the flaperon support brackets.</p>	C75-WA-3	05/14	01/16
-	<p>C75K1-1 Fuel tank skin (top left diagram) Added 5mm flange. New skin layout.</p>	C75-K-1	05/14	09/15
-	<p>Top left diagram: change diameter from 19mm to 22mm for grommet.</p> <p>Bottom right diagram: change grommet to AN931-10-14</p>	C75-KA-2	05/14	08/15
-	<p>Spelling correction to part description correction C75F2-3 Rear H.T. Frame</p>	C75-FX-1	05/14	01/16
-	<p>P/N correction for C75F13-5 (shown incorrectly as C75F13-6)</p>	C75-FX-2	05/14	08/15
-	<p>C75F5-1 Torque tube bearing support: change hole diameter from 28.6mm to 30mm</p>	C75-F-5	05/14	08/15
-	<p>75F9-5 /O width measured from outside to outside = 98mm (instead of 95)</p> <p>75F9-6 /O upper bearing. Changed hole diameter to 2.025inches (instead of 2inch)</p>	C75-F-9	05/14	06/15

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C75F11-7 /1	C75F11-7 /1 Seat base angle. One piece CNC cut	C75-F-11	05/14	08/15
-	Bottom right diagram: redrew the position of the penny washer on the part: the center of the hole is 20mm from the edge. The edge of the washer overhangs the edge of the plate (welded all around)	C75-F-14	05/14	08/15
-	Cabin frame: distance across rear tube, change 1016 to 1024	C75-F-15	05/14	08/15
-	C75F16-2 forward top skin: change 152 to 143, changed 1221 to 1236, changed 187 to 177, change 7 to 9 (horizontal distance between point). Added 39mm vertical distance between points (cutout R8.5) Deleted 1 and 15mm for center of R8.5	C75-F-16	05/14	07/15
-	Bottom right diagram: change AN3 bolt to AN3-4A Top right: Added label (leader) for C75F1-4 rear fuselage side skin and the following text “wait to rivet left side until after pulley C75-ZA-2 is installed” L angle on bottom skin, show leader (arrow) on the side of the flange	C75-FA-1	05/14	08/15
-	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: rivets in the extruded Longeron C75F2-2 in the 100mm area behind the rear top channel C753-4: there are 5 rivets A5 (instead of 6). Top right diagram: change AN3-4A bolts, Installed with thin washer under nut Title box: change rear bulkheads to & HT frames.	C75-FA-2	05/14	08/15
-	Top right diagram: change 284 to 380, 154 to 205 Redrew end of extrusion parallel to the baggage back. Added cutout in side channel C75F4-1 for the cabin side extrusion	C75-FA-3	05/14	05/15
-	Top left diagram: replaced A4 with A5: side skin to the C7512-7 to front of cabin side (A5 pitch 30)Part number correction: C75F13-5 inboard seat belt attachment (instead of C75F13-7) New page layout (turned diagram on right side of page 180 degrees)Add 3 rivets A5, Front bottom edge of cabin side C75-F-7 to front floor skin C75F12-2	C75-FA-4	05/14	08/15

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-	Top and bottom right diagrams: change 33 to 30 (distance between rivet lines in C75F8-5)	75-FA-5	05/14	08/15
-	Bottom left diagram: Add 5 rivets A5 in the vertical flange of the Cabin frame gusset C75F12-4 Add note: 9 Rivets A5 riveted with C75F16-4 (rivets cabin side and cabin frame) Deleted dimension to locate the upper hole 114 horizontally and the 122 and 13 vertical dimensions. Lower engine mount fitting C75F14-1, replace front bolt with counter sunk screw MS24693S274	C75-FA-6	05/14	08/15
-	Bottom middle detail of the gear strut fitting: corrected position of L angle on top of the gear channel C75F11-3, added C75F11-7 with rivets.	C75-FA-7	05/14	12/15
-	Text top right of page: “trim the flange off the seat pan to provide clearance”	C75-FA-8	05/14	01/16
-	Added P/N 93406A148 for Truss head screw 6x1/2 SMS T-A (windshield sides) Added P/N: 93406A151 for Truss head screw 6x3/4”2 SMS T-A (top windshield) Top windshield Truss head screws, changed Qty from 8 to 10	C75-FA-9	05/14	08/15
-	New page layout Add part numbers C75C3-11, C75C4-8, C75C4-9, C75C4-10 REMARK: The torque tube end plate, angle and gussets help stiffen and strengthen the end of the torque tube. These parts are now supplied in the kit even though they are not required for the control system update. http://www.newplane.com/Service Letters Bulletines/SAFETY ALERT Feb 19 2016.pdf	C75-CX-1	05/14	12/15
C75C2-4 /1	C75C2-4 /1 rear torque tube bearing doubler – change hole diameter to 30mm (instead of 28.6mm)	C75-C-2	05/14	12/15
C75C2-5/0	The original part, revision 0, can be used provided it is upgraded as shown in the control system update. Kit parts will be supplied with the larger AN7 bolt. http://www.newplane.com/Service Letters Bulletines/SAFETY ALERT Feb 19 2016.pdf			

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C75C2-5/1	<p>C75C2-5/1 torque tube Torque tube: changed 1165 to 1177, 1054 to 1064, 121 to 131 (10mm has been added to the length of the torque tube between the bushing for the control stick and the stop tab).</p> <p>CORRECTION: The 77mm is from the top of the plate to the center of the 1-1/8" tube</p> <p>Torque tube: Removed the "5/16inch x .035inch 4130 SEAMLESS TUBE" length = 59 from the torque tube. Change R16 to R20 in the 2 plates, Added hole diam 11.1 Added HOLE diam. 9.5 centered on 1-1/8" tube in the horn (for 75C4-9)</p>			
C75C2-6 /1	C75C2-6 /1 Elevator bellcrank: Change the hole diameter from 7.9 to 11.1 (for the AN7 bolt)			
C75C2-7 /1	C75C2-7 /1 Elevator control tube: removed the 35mm (total length of the 1/4inch x .028inch tube. Show the length = 7mm from 5/8" tube to the end of the 1/4" tube.			
C75C3-11 /0	<p>New page layout New part: C75C3-11 torque tube bushing C75C3-6 Quantity = 2 C75C3-7 Quantity = 2L +2R</p>	C75-C-3	05/14	12/15
C75C4-6 /1	C75C4-6 /1 Elevator Cable pulley support. Width across the top is 58mm to allow a "cable pulley guard hole"			
75C4-8 /0	New part: 75C4-8 /0 END PLATE ANGLE t=.063" 6061-T6	C75-C-4	05/14	12/15
75C4-9 /0	New part: 75C4-9 /0 TORQUE TUBE END PLATE t=.080" 4130, welded tube 3/8"x.049" length = 25mm			
75C4-10 /0	New part: 75C4-10 /0 End plate gussets t=.063" 6061-T6			

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	New page layout with the torque tube end plate on the right side of page			
AN970-6	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). Replace washer under the castle nut and the bearing 75C1-8 with a PENNY WASHERS AN970-6	C75-CA-1	05/14	012/15
-	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 New page layout, with elevator cables on the right and elevator control on the left (added ELEVATOR CABLES to title box) <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 75C4-8 to the end plate channel 75C4-10 3 rivets A5 to attach the gusset 75C4-8 to the Z angles (around access opening) 2 bolts AN3-4A to attach the end plate 75C4-9 to the angle 75C4-8	C75-CA-2	05/14	12/15
-	Top right diagram: Rudder pedal position, removed 280 and 236 (rudder pedals are square to the aircraft center line) delete 34 and 10 (bolt are through the bottom longeron – 2 bolts in each bearings) Right middle diagram: part correction C75C4-5 (instead of C75C4-7) Bottom right diagram: AN3-4A torque tube bearing	C75-CA-3	05/14	09/15
-	C75L2-3 main gear support – shown with the corners cutoff	C75-LX-1	05/14	12/15

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-	75L1-7 /0 nose gear bottom bearing: change hole diameter to 2.025inch (from 2 inch)	C75-L-1	05/14	08/15
-	C75L2-3 main gear support – on the 1 inch flange, cut the corners 30mm back (front and rear)	C75-L-2	05/14	12/15
-	<p>Change the 8 bolts AN3-5A (to bolt the lower bearing support C75F12-5 to the cabin floor and to the firewall) to the following: 4 bolts AN3-5A (through the firewall) 4 bolts AN3-4A with thin washer under SL nut</p> <p>Removed text: “Grease bearing before final assembly” Removed chock chord part number on middle diagram (already shown on top left diagram) Removed the 90mm dimension from the firewall to the front end of 75L1-7 Safety wire for AN4H-5A: safety wire .032” diameter. 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 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>	C75-LA-1	05/14	08/15

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-	<p>Upper and lower rubber C75L2-2, top left detail diagram shows the cutout for the lower rubber. The cutout in the upper rubber is along the outer edge (The middle makes contact with the underside of the gear strut fitting)</p> <p>Part number correction: AN960-816 main gear washer (instead of AN916-816)</p> <p>Top right diagram: shows the corners of the main gear support C75L2-3 cut off (rounded)</p> <p>Add distance on the gear for the axle bolts 1-3/4" horizontal and vertical, 9mm from aft edge of gear.</p> <p>Top right diagram: removed what may look like a drain hole in the gear strut fitting.</p> <p>Axle bolts, change AN4-13A to AN4-15A (for Matco axle assembly A3A)</p>	C75-LA-2	05/14	08/15
-	Stops and Fairing	C75-Z-1	New page	01/16
-	New page layout: Add Elevator mass balancing from C75-ZA-5	C75-ZA-1	05/14	06/15
-	<p>Add cotter pin through "cable pulley guard hole" C75C4-6 rev 1</p> <p>Redraw the counterweight to be in the same orientation as on C75-ZA-1</p>	C75-ZA-3	05/14	07/15
-	New page layout	C75-ZA-4	05/14	07/15
-	<p>New page layout: Add Flaperon installation to wing to Flaperon mass balancing</p> <p>Add the flaperon hinge pin C75A2-7 and the slot location in the fuselage side skin for the vertical rods.</p>	C75-ZA-5	05/14	06/15
-	<p>New page layout</p> <p>Elevator down deflection 18 degrees (instead of 28)</p>	C75-ZA-6	05/14	07/15
C75N1 to 17	New page: Cabin Doors	C75-N-1	-	01/16

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C75N2-1 to 6	New page: Rubber Door Seal Edge Trim	C75-N-2	-	01/16
-	Drawing list (OPTION DRAWINGS) Correction 75-SSO-2 (instead of SS0-1)	75-GO-1	Nov 4, 2014	Aug 19, 2015
-	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 bushing C75C2-2 between the horn C75DS2-1 & the rod end on C75DS2-2	75-DS-3	01/11	08/15
-	Change the four bolts that attach the seat pan 75F13-6 to the seat slide to AN5-6A (previously AN5-5A)	75-SSO-2	08/12	06/15