

ZODIAC CH 601 XL DRAWINGS 1st edition:

- first printing 01/01
- second printing 12/01
- third printing 05/02

Note: the list of revisions dated 05/02, and before, are included in the third printing (05/02)

Manual

step 43: change $\frac{3}{4}$ " to $\frac{5}{8}$ " hole for pin6G1-2

Photo sequence: Wing assembly

6-W-2 page 3 of 6, bottom photo (Cut the O/B end of the aileron): Layout the 45 degree angle by joining a straight line between points 1522 and 1432 reference is the I/B end of the aileron. (Revision 2.0 01/2002)

6-W-8 CHECK text at bottom of page: The spar overhangs 70mm past the I/B edge of the Leading Edge Skin 6W8-1 (04/2002)

6-W-8 page 8 of 14, Text under top photo: Best not to rivet Nose Rib #5 and #6 instead of NR#4 (NR#5 and NR#6 are riveted in place when the tank is installed). (Revision 2.0 01 02)

6-W-2, Page 3 of 6 the 93mm for the 45 degree wing tip is set from the line joining the 100mm at the tailing edge to the 1537 line at the front.

6-B-8 page 1 of 3, change $\frac{3}{4}$ " to $\frac{5}{8}$ " located 25mm instead of 26mm from the web (shown correctly on the drawing. ($\frac{5}{8}$ " for the pin 6G2-2) (04/2002)

Drawings:

6-XL Three view. Edition: 1st 04/02

- 1) 6-XL First printing 01/01, second print 12/01
- 2) 6-XL third printing (02/02)
- 3) 6-XL distance across wing tip: change 55" (1.4m) to 56-1/4" (1.42m) 04/2002

6-T-0 Tail Exploded View . Edition 1st 09/01

- 4) Add standard L angles, note on part numbers (09/01)

6-T-1 Stabilizer airfoil. Edition: 1st 01/01

6-T-2 Stabilizer Attachments. Edition: 1st 05/02

- 5) 6-T-2 notation, example: replace 3X A5 by 3 RIVETS A5 (12/01)
- 6) 6-T-2 Cut a plywood board 219mm wide, install The Attachment Doublers 6T2-2 along each end of the board. The 214mm is the projection of the side of 6T2-2 on the Spar. (03/01)
- 7) 6-T-2 Left middle diagram: Change pitch 70 to pitch 60 (easier pitch to layout evenly!) (03/01)
- 8) 6T2-5 change AN257-4 to MS20257-4 (1-1/2" open width) 05/02

6-T-3 Elevator. Edition: 1st 03/02

- 9) 6T3-1 part description: change: ELEVATOR RIB FORM BLOCK AND TEMPLATE to ELEVATOR RIB (03/02)
- 10) 6T3-1 Rib cutout: drill $\frac{5}{16}$ " corner relief holes, cut the flanges square to edge in corner relief holes (03/02)
- 11) 6T3-2 change dl=90 to dl=91 (04/01)

- 12) 6T3-2 Added rivet pitch through the Elevator Skin and the top and bottom flange of the Channel 6T3-2 A4 rivets pitch 40 (10/01)
- 13) 6T3-3 Added note to position the second last rivet in the first rib at 85mm from the end of the rib to intersect with the Trim Tab Channel 6T3-3 (12/01)
- 14) 6T3-3 rivet location in skin, 85mm is measured from the trailing edge (not the end of the rib) (03/02)
- 15) 6T3-6 change length = 150 to 165, right middle diagram, change 55 to 50 (03/01)
- 16) 6T3-6 length good at 150. side view should have hidden instead of solid line for side view. (01/02)
- 17) 6T3-7 change 20x50 to 50x70 (added part diagram) (03/01)

6-T-4 Vertical Tail Ribs. Edition: 1st 04/02

- 18) 6-T-4 Middle diagram: distance to Bearing 6T4-3, change 377 to 370mm (04/02)
- 19) 6T4-1 add crimp location: first crimp 60mm from rear flange, distance between crimps: 50, 53, 25 (four crimps), table of coordinates are for the form block (03/02)
- 20) 6T4-2, Add crimp location: first crimp 27mm from the front, distance between crimps = 43mm (two crimps) (03/02)
- 21) 6T4-4 change dl=142 to dl=143 (04/01)
- 22) 6T4-4 change length from 340 to 320, Show ends square with spar, bottom end is 30mm up from the Horn, Top is below the upper bearing (09/01)
- 23) 6T4-4 angle of side flange: change 3.5 to 5.5degrees closed (03/02)
- 24) 6T4-5 change angle from 86.5 to 84.5 degrees (03/02)
- 25) 6T4-5 change 377 to 370 (04/02)
- 26) 6T4-7, 6T4-8, 6T4-9 rib blank does not agree with the rib profile (location of the bend line for the spar flange shown incorrectly). Repositioned the bend line, add front flange to extend beyond the bend line (03/02)

6-T-5 Vertical Tail Skeleton. Edition: 1st 03/02

- 27) 6-T-5 added rivets for riveting ribs to spar, made Horn 6T5-3 bigger, changes to page layout. Left top diagram: Removed 78 degrees and 40mm from top of tip rib,. (12./01)
- 28) 6-T-5 middle diagram: delete 1194, 375(top) 605 & 630 (bottom). Chance 1414 to 1415 (03/02)
- 29) 6T5-1 change top dl=170 to dl=150, change bottom dl=505 to dl=495 (03/02)
- 30) 6T5-2 length=1382, top dl=640, bottom dl=1208 (04/01)
- 31) 6T5-3, removed duplicate 90 dimension (04/01)
- 32) 6T5-4 correction for part number for Fairing (12/01)
- 33) 6T5-5 added diagram (04/01)
- 34) 6T5-5 change 30 to 40, 45 to 55 change 35 x 77 to 35 x 90mm (12/01)

6-T-6 Elevator Trim Tab. Edition: 1st 03/02

- 35) New Drawing (03/01)
- 36) 6-T-6 Right middle diagram: added 6T6-5 to the side view. (03/02)
- 37) 6-T-6 Added cutout in the bottom flange of Channel 6T6-3 to clear the trim motor arm assembly 20mm wide x 16 tall (in web) x 20 deep (through skin and bottom flange of Channel 6T6-3. Note, the ends of the trim tab are open, there are no end ribs.
- 38) 6-T-6, update to drawing at the top right to show 6T6-3 with 90 degrees at the top, Added rivet pitch A4 rivets Pitch 40 through the piano hinge, A4 pitch 40 in the bottom flange of the channels. Removed the 73mm from trailing edge to center of piano hinge. (12/01)
- 39) 6-T-6 right middle diagram: added grommet in front face of Elevator 30mm down from top bend, AN931-4-7 (1/4" ID, 7/16" hole in skin). Added joggle in top inboard flange of Channel 6T6-3 (channel fits inside elevator rib) (12/01)
- 40) 6-T-6 Bottom middle diagram: Added support strap for the servo cable, plastic material t=1/16" 20x50 folded in half over the cable with one rivet in the stabilizer. (12/01)
- 41) 6-T-6 bottom right diagram: cutout 74mm on top side. Access hole for Servo 72x72mm on bottom side only (12/01)
- 42) 6-T-6, Servo, held in place with 4 rivets A4 through the top skin of the elevator.(12/01)

- 43) 6T6-1 length = 415 (05/01)
- 44) 6T6-2 change dl=46 to dl=53 (05/01)
- 45) 6T6-3 change 25 to 21, change flanges from 18 to 20, length = 435 (05/01)
- 46) 6T6-3, installed with the 90 degree flange at the top (12/01)
- 47) 6T6-5, Access cover riveted with A4 (12/01)
- 48) 6T6-6, Radius=8mm hole diameter = 1/8". Horn is located in the middle of the trim tab.(12/01)

6-W-0 exploded view. Edition: 1st 05/2

- 49) 6-W-0 added parts 6W9-6 and 6W9-7
- 50) 6-W-0 no cutout in the 3 outboard nose ribs. (05/02)

6-W-00 exploded view. Edition: 1st 12/01

- 51) 7-W-00 length of ailerons: change 1540 to 1537 (12/01)
- 52) 7-W-00 bottom right diagram: change 25 to 20 (12/01)
- 53) 7-W-00 note: page was inadvertently got left out in 3rd printing (06/02)

6-W-1 Flaps. Edition: 1st 03/02

- 54) 6-W-1 Correction for part number for piano hinge: change AN457-4 to AN257-4 (MS20257P) (02/01)
- 55) 6-W-1 bottom middle diagram: Rivets in top flange of flap rib, change 25 to 18 (top and bottom, 8 rivets A5 pitch 39)
- 56) 6-W-1 NOTE: The top surface of the flap is not even with the top surface of the wing: it sticks up approximately 3mm above the top surface of the wing. (12/01)
- 57) 6W1-1 FORM BLOCK: remove 1/4" hole from form block
- 58) 6W1-1 FLAP RIB, remove form block dimensions from rib blank, 1/4" hole only in the first I/B rib. Drill two 5/16" corner relief holes instead of the cutouts, cut the ends of the flange square to the edge of the rib blank into the 5/16" hole. Changes to page layout (03/02)

6-W-2 Aileron. Edition: 1st 03/02

- 59) 6-W-2 Bottom right diagram, cutting the aileron tip on 45 degrees, 94mm is set from the line joining the 100mm along the trailing edge to the 1537mm.
- 60) 6-W-2 bottom rivet in aileron rib: change 25 to 14, second rivet change 20 to 15 + 6 rivets A4 pitch 36. Top flange first rivet through bottom flange (aileron rivet line A4 pitch 40), second rivet 15 to aileron rivet line + 6 Rivets A4 pitch 35
- 61) 6W2-2 AILERON RIB, remove form block dimensions from rib blank. Drill two 5/16" corner relief holes instead of the cutouts, cut the ends of the flange square to the edge of the rib blank into the 5/16" hole. Changes to page layout (03/02)

6-W-3 O/B Wing Spar Assembly. Edition: 1st 05/02

- 62) 6-W-3 Spelling: bottom (stiffener, middle angle) (03/02)
- 63) 6-W-3 Added section A-A through spar for side view (bottom left diagram) (12/01)
- 64) 6-W-3 Replace first solid rivet, bottom only, station 120 with AN4 bolt (two places: left middle diagram & top right diagram)12/01
- 65) 6W3-2 & 6W3-3 solid rivets, change AD5-12 to AD6-13 (the AD6 are easier to set in thicker material) (05/02)
- 66) 6-W-3 middle diagram section A-A: delete "1.0mm (adjust to fit ribs)", change 5.6 to 5.5 (distance between 6W3-7 and 6W3-5)

6-W-4 Center Wing Spar. Edition: 1st 03/02

- 67) 6-W-4 spelling, top of page (clamp) bottom right: reamed (03/02)
- 68) 6-W-4 Upper right diagram: Rivet Layout and bolt location. Delete the 20mm measured from the bottom edge to the center line of the bottom rivet line. Change 24 to 22 (distance from the top of the web to the center line of the Cap = 19 + 3) (05/01)

- 69) 6-W-4 Right bottom diagram: added STN 170 RR#1 instead of RR-1 and STN 190 RN #1 instead of NR-1 (12/01)

6-W-5 Spar Tip / Nose Ribs. Edition: 1st 03/02

- 70) 6-W-5 spelling, middle diagram: Nose (03/02)
71) 6-W-5 Middle diagram, change 42 to 41mm (bottom cutout of spar flange) (04/01)
72) 6W5-1 Delete 219 (top left diagram). Change 220.3mm to 218mm outside to outside distance between bends (flanges are flush with the Cap angles on the spar) (01/02)

6-W-6 Aileron Bellcrank. Edition: 1st 02/02

- 73) 6-W-6 Rib block coordinates: table at top of page: change span-wise position to rib stations (170 = RR#1). Added vertical Y for XA = 72.8mm from the ref. Line (same for all the ribs), angle at the back to the ref line = 77.5 deg. End of rib = 103.5mm (front of rib = 216.2mm). Delete XTE, Added coordinates for rear bottom of end of rib. (01/02)
74) 6-W-6 Center of last lightening hole 33mm above reference line, last holes on rib #8 & #9 flanged with 65mm lightening hole. (02/02)
75) 6-W-6 Rib block coordinates: review of bottom coordinates. Deleted YL=65 at station 0 (all ribs) deleted 90 degree angle at the top front and top rear of rib.
76) 6-W-6 lightening holes, change 110 to 115mm (12/01)
77) 6-W-6 Added note at the bottom of page: trim the side flange of the L angles on the first rib to avoid interference with the fuselage side. Ref 6-W-9 x=500 y=15 (12/01)
78) 6W6-11, format (move R10 underneath 3/16" hole diameter) (04/01)

6-W-7 Rear Channel/ Right wing. Edition: 1st12/01

- 79) 6-W-7 Delete 1530 from 1-1/2" hole to the O/B end of Rear Channel. (12/01)
80) 6-W-7 Change 25 to 20mm (center of the 1-1/2" hole from the bottom of Rear Channel) 12/01

6-W-8 Wing Skins, . Edition: 1st 05/02

- 81) 6-W-8 Added note at top of page under POSITION OF SKIN ON WING: The I/B end of the Leading Edge Skin 6W8-1 is 120mm to the center line of NR#1 (04/01)
82) 6-W-8 bottom right diagram: position of nose skin 120mm from I/B end of skin to NR#1 (11/01)
83) 6-W-8 Rear Top Skin, distance from edge of skin to RR#1, change 120 to 102mm (11/01)
84) 6-W-8 Changed angle for spar support template from 78 degrees to 77.5 degrees, Support block with wing right side up: #1=92.5, #5= 89.6, #6=87.7, #7=86, #8=84.1, #9=82.1 Support block for wing upside down (90 degrees) #1=229, #9=202 (to end of channel) (02/02)
85) 6W8-3, Change 970 to 975. Distance from I/B edge of skin to RR#1 is 102mm
86) 6W8-3, change 975 to 980mm, redrew the rear skin to scale (05/02)
87) Bottom right diagram: show 3 rivets on each side of RR#9 (04/01)
88) 6W8-3 location of the last three holes in the from RR#9 in the Rear Channel 6W7-1: 440, 470, 487 (04/01)

89) 6-W-9 Tie Down Ring/ Assess Cover. Edition: 1st 03/02

- 90) 6-W-9 Spelling left middle: outside (03/02)
91) 6-W-9 ,Table for the wing tip, bottom side: station XLE=300 change Ybottom=340 to 390mm (02/02)
92) 6-W-9 Added part number for the 1/4" O/D poly tube line: PN F487-4 qty=24ft. (04/01)
93) 6-W-9 Wing root cutout, Xrear: change 975 to 960 (distance measured along the rivet line for Rear Rib #1, from the spar rivet line to the aft edge of the top skin) (09/01)
94) 6W9-2 dimensions of mounting plate for pitot tube: 50x50 (12/01)
95) 6W9-3 replace sheet metal screws with machine screws and nutplates AN525-1-R7 AND MS2107L3 QTY=16 (12/01)

6-W-10 Aileron Control Bellcrank / Deflection. Edition: 1st 05/02

- 96) 6-W-10 spelling (aileron deflections –box-: neutral, aileron neutral position: aileron) 03/02

- 97) 6-W-10 Top of page, change AN5-7A to AN5-10A (Bellcrank to Rod end) (04/01)
- 98) 6-W-10 Rod end, P/N CW5-12 (qty=4), Jam Nut P/N 316-6R (qty=4). Shackle to Bellcrank, see detail S drawing 6-B-23 (04/01)
- 99) 6-W-10 Two washers required under nut for AN5-10A bolts through 6W2-1 and rod end. (05/01)
- 100) 6-W-10 Added inspection hole in Rod end 10mm from the end through both sides (04/01)
- 101) 6W10-1, Drill ¼" hole with 6.5MM reamer after the spacer 6W10-2 is riveted. The bearing surface is between the Bushing 6B10-3 and the Spacer. (05/02)
- 102) 6W10-5, length=230mm (04/01)

6-W-11 Leading Edge Wing Tanks. Edition: 1st 05/02

- 103) 6-W-11, spelling between, Removed dimension for the location of the filler cap, 40 & 40 top right, 32 right middle, 40 & 8 MAX (this will depend on the diameter of the filler neck), Weldable filler neck, Added vent tube similar to 6-W-13 (12/01)
- 104) 6-W-11, alternative position for the fuel sender unit, moved to the tank ends in line with the lightening hole in the nose rib (05/02)

6-W-12 Optional Landing Light. Edition: 1st 12/01

- 105) 6-W-12 Top left & bottom left diagrams: Leading edge cutout and position of the Channel measured from the rivet line in the spar: change 290 to 305, 220 to 235 225 to 250. (02/01)
- 106) 6-W-12 Added hardware part numbers to bottom left diagram (12/01)
- 107) 6W12-1, 7/32" hole for floating nut plates. (12/01)
- 108) 6W12-1, replaced solid line with hidden lines for the bend lines and flanged lightening holes. Spelling correction (top left: measured, top right: flange)
- 109) 6W-12-3 and 6W12-4 quantity required, change 4 to 2 req'd
- 110) 6W12-4 Add length of bent flange = 5mm
- 111) 6W12-6 Lens, t=.040" Lexan (not pre-formed) (02/01)
- 112) New part number 6W12-7 Stiffener angle (1 required on the top side). (02/01)

6-W-13 Auxiliary Fuel Tanks. Edition: 1st 05/02

- 113) 6-W-6 Text top left of page: fuel management: changed to "Separate fuel lines for the I/B and O/B tanks into the fuselage"
- 114) 6-W-13 spelling: bottom right: (plastic, touches) 03/02
- 115) 6-W-13 removed reference to the fuel sender unit on top of the I/B tank. (05/02)

6-W-14 Option: Aileron Trim Tab. Edition: 1st 03/02

- 116) 6-W-14 added note: the trailing edge of the trim tab is even with the trailing edge of the aileron. (03/02)
- 117) 6-W-14 New drawing (03/01)
- 118) 6-W-14 use screws instead of rivets to attach the Servo to the skin (03/02)
- 119) 6-W-14 middle diagram: Added grommet AN931-4-7 on the front side of the aileron skin 30mm from the top. (03/02)
- 120) 6-W-14, Top right diagram, delete 55mm, middle diagram: description for cutout in Channel 6W14-3, change top flange to bottom flange. Correction to part number for Servo, change T2-7A-T8 to T2-7A-TS (12/01)
- 121) 6W14-2, change top flange from 13 to 16mm, bottom flange 15 to 16mm, top angle from 75 to 71 degree. (12/01)
- 122) 6W14-6 Add diameter for clevis pin = 1/8" hole.
- 123) 6W14-6 Up arrow pointing in the wrong direction, horn show correctly installed in the middle diagram "cross section". File the top edge of the horn along the 1-1/2" flange for added clearance, use A5 countersunk rivets to avoid interference with 6W14-3 in down deflection (03/02)
- 124) 6W14-6 location of 1/8" hole, change 8 to 12mm

6-W-15 Option: NAV/STROBE LIGHTS Edition: 1st 04/02

- 125) 6-W-15 New drawing 04/01
- 126) 6-W-15, correction to part number change 80002TL to 8002TL (12/01)
- 127) 6-W-15, delete backing plate t=.032" (2 req'd) use a washer on the inside of the fiberglass tip 6W9-5 (04/02)
- 128) 6-W-15, install the strobe drive unit with AN3-4A bolts (04/02)

6-B-0 Fuselage Exploded View. Edition: 1st 05/02

- 129) 6-B-0 Added L angles to top skin Ref. 6-B-21 (05/02)
- 130) 6-B-0 bottom left diagram: P/N correction change 6B16-6 to 6B5-3, Added 6B10-4 (05/02)
- 131) 6-B-0 Replace cutout in 6B5-2 with the three 3/4" holes (12/01)
- 132) 6-B-0 Corrected leader for 6B17-1 (04/01)
- 133) 6-B-0 Correction , change 6B11-1 to 6B16-2, Added Shim 6B2-10 (09/01)

6-B-1 Fuselage Bottom Skin, H.T. Frames. Edition: 1st 12/01

- 134) 6B1-2 Forward arrow pointing in the wrong direction, should be the same as 6B1-1 (07/01)
- 135) 6B1-2 Bottom diagram: web of the H.T. frame in towards the front (07/01)
- 136) 6B1-4 change 200 to 202, 1085 to 1088, 1104 to 1107, 1124 to 1125, 1130 to 1133, 1128 to 1132, 1124 to 1130 (07/01)
- 137) 6-B-1 Bottom diagram: change 6B1-1 to 6B1-2, change 6B1-2 to 6B1-1 (12/01)

6-B-2 Rear Bottom Longerons. Edition: 1st 05/02

- 138) 6-B-2 Correction to part number, upper right, change 8B1-3 to 6B1-4 (other part number change the first number from 8 to 6) 03/01
- 139) 6-B-2 Added note: see 6-S-5 Rudder Hinge Assembly (04/01)
- 140) 6B2-4, bolt AN3-5A, 6B2-6 bolt AN3-5A, 6B2-7 bolt AN3-4A (04/01)
- 141) 6B2-5 change name description from Hinge to Longeron Shim (09/01)
- 142) 6B2-6 added missing dimension along the front of hinge bracket 104mm (06/01)
- 143) 6B2-10 new part HINGE SHIM: fits between 6B2-1 and 6B2-4 (09/01)
- 144) 6-B-2 upper right diagram: change 6B2-2 to 6B2-1 (05/02)

6-B-3 Rear Side Skins. Edition: 1st. 05/02

- 145) 6-B-3 top left diagram: access panel only required with Lycoming 0235 engine (05/02)
- 146) 6-B-3 Top diagram: part number correction, change 6B2-2 to 6B2-1
- 147) 6-B-3 Top of page, missing part number for 6B11-1 (04/02)
- 148) 6B3-2 Battery Access Door, renamed to Panel, show beveled edge as hidden line.(12/01)
- 149) 6B3-4 Same dimensions as 6B3-3 (05/02)

6-B-4 Rear Fuselage Riveting. Edition: 1st. Revision: 04/02

- 150) 6-B-4 Clarification: upper left diagram: moved the 320mm on aircraft center line, added 325mm measured along the fuselage side skin. Bottom diagram, removed the 90degree to the rear horizontal tail frame. (06/01)
- 151) 6-B-4 Add dimension from the aft edge of fuselage for the cutout for the cable outlet 375mm, length of the slot change 50 to 20, width change 12 to 8. plastic fairlead material change 35x60 to 60x80. (04/01)
- 152) 6-B-4 Left bottom diagram: rivet pitch in bottom Longeron is the same as in the bottom skin , see 6-B-2 (04/01)
- 153) 6-B-4 Bottom Right diagram: change 6B4-1 to 6B4-2 (04/01)
- 154) 6-B-4 Added rivets in front of 6B3-4 (12/01)
- 155) 6B4-2 change 12 to 25, change 18 to 12, change 35 to 60 (04/01)

- 156) 6-W-4 Clarification: upper left diagram: moved the 320mm on aircraft center line, added 325mm measured along the fuselage side skin. Bottom diagram, removed the 90degree to the rear horizontal tail frame.(06/01)
- 157) 6-W-4 part number correction: bottom right change "see 6B2-7" to "see 6B2-6", Top left change 6B2-8 to 6B2-7, text between top and bottom diagram: change 6B3-6 to 6B2-1, 6B3-4 to 6B1-2. Bottom middle diagram change 6B2-5 to 6B2-4 (04/02)

6-B-5 Rear Fuselage Ass. Edition: 1st 05/02

- 158) 6-B-5 Left middle diagram: "wait to drill unit 6-W-20" change to "drill after the top skins are installed 6-B-21" (05/02)
- 159) 6-B-5 Bottom left diagram, removed dimension 458mm, 6B5-2 is installed later (see 6-B-14) (04/01)
- 160) 6B5-1, Added 3/4" hole on 30mm right side of center line, 90mm up from the bottom flange, Ref 6-B-22 12/01 (12/01)
- 161) 6B5-1, change 50 degrees to 57 degrees, change 1120 to 1125 (05/02)
- 162) 6B5-2 change 60 to 65 (location of the 3/4" hole – Ref 6-B-22) 04/02
- 163) 6B5-2, replace the middle cutout with three 3/4" holes , Ref 6-B-22 12/01 (12/01)
- 164) 6B5-2, change 539 to 538mm (end taper) 05/02
- 165) 6B5-4 5/16" hole for the rear wing attachment is drilled later, see 6-S-3 (04/01)
- 166) 6B5-5 change 1125 to 1130, change 25 to 27mm (width across the back = 6B1-4, width across front = 6B10-1) 05/02

6-B-6 Firewall & Stiffener. Edition: 1st 12/01

- 167) 6-B-6, Added note: The length of the welded bolts on Fitting 6B6-4 & 6B6-5 are to mount to the steel plated on the 912 engine mount 6E1-1 (12/01)
- 168) 6B6-4, Added the nuts AN365-624 (qty=4) + 3/8" washers AN960-616 (01/01)

6-B-7 Firewall Riveting. Edition: 1st 12/01

- 169) 6-B-8 Top middle diagram: two rivet line through 6B7-2, A5 pitch 40

6-B-8 Nose Gear Upper Bearing. Edition: 1st 05/02

- 170) 6B8-6 correction to part number: change "to fit in 7B7-1" to 6B7-1 (05/02)
- 171) 6B8-7 correction to part number: side view, change 6B8-1 to 6B8-7 (05/02)
- 172) 6B8-8, change 65 to 40 (to make the front edge of the Heel Support even with the side bends on 6B10-1) 09/01

6-B-9 Rudder Pedal, Toe Brakes. Edition: 1st 05/02

- 173) 6-B-9 right bottom diagram: 55mm from base of master cylinder to left and right rudder pedals (05/02)
- 174) 6-B-9 bottom right diagram: Added cotter pins AN380-2-2 (04/01)
- 175) 6-B-9 Upper right diagram: delete 380 to center line. (12/01)
- 176) 6B9-1 Rudder Cable plate: 4130 t=.050" (12/01)
- 177) 6B9-3, change 45 to 43 (center of 3/8" hole). Change 3/8" diameter hole to R5 (12/01)
- 178) 6B9-3 Added top view of bent pedal, 55mm to the pivot hole (05/02)
- 179) 6B9-5, change 2x AN3 with AN3-4A bolts qty=4 (04/02)

6-B-10 Front Floor Skin. Edition: 1st 05/02

- 180) 6B10-1, Change 660 to 667 check with firewall (12/01)
- 181) 6B10-1, Change 1070 to 1080, remove note at bottom of page "check..." (05/02)
- 182) 6B10-1 change 24 to 29mm (06/02)
- 183) 6B10-2 bend radius, change R5/32" to R=1/8" (04/01)
- 184) 6-B-10 Bolts through 6B8-9, Change 7x AN3-4A Bolts to AN3-4A Qty=4, & AN3-5A (Qty=3) through the firewall flange (04/01)

6-B-11 Upper Front Longerons. Edition: 1st 05/02

- 185) 6B11-2 Added rivet pitch along the top edge of the side skin and Longerons 6B11-1, A4 PITCH 40 (05/02)

186) 6B11-4 cutout, change 190 to 200, distance between studs, change 180 to 190 (09/01)

6-B-12 Fuselage Bulkheads. Edition: 1st 05/01

187) 6B12-1 to 6B12-4 Add location of crimps (05/01)

188) 6B12-4 forming block coordinates: change 230 to 232, 227 to 228, 214 to 217, 202 to 205, 182 to 187 152 to 160, 107 to 118, 82 to 94 (05/01)

6-B-13 Wing Jig. Edition: 1st 09/01

189) 6-B-13 Web template: 81 degrees, check 215 and 34mm, 77.5 degrees, check 215 and 47.8mm distance across bottom 873.3mm (06/02)

190) 6-B-13 remove the fuel sender unit from, sender unit can also be installed at the inboard end of the tank. (05/02)

191) 6-B-13 Bolts=AN3-10A qty=4 (04/01)

192) 6-B-13 Spar insert: delete the 160mm, the length of the spar insert is not critical, delete 250mm, I/B end of the insert does have to be cut on an angle (09/01)

6-B-14 Joining Fuselage Ass. Edition: 1st 12/01

193) 6-B-14 Bottom left diagram: remove 8x AN3-bolts, replaced with specific bolts length. (04/01)

194) 6-B-12 Middle diagram: wrong part number, change 6B13-1 to 6B14-1 (two places) 12/01

6-B-15 Forward Fuselage. Edition: 1st 04/01

195) 6B15-4 P/N correction, replace 6-W-18 with Spar Access Cover 6B18-5. Rivet L angles all around cutout, install nut-plates in the corners for 6B18-5 (06/02)

196) 6B15-4 dimensions: bottom=490, height=415, top=450 (04/01)

6-B-16 Seat Back Support. Edition: 1st 05/02

197) 6-B-16 Change the size of the cutout in 6B16-2, change 50x100 to 40x30 (6-B-22, add a piece of plastic fairlead material to hold upper elevator cable in the middle of the cutout, fairlead is required to prevent contact with the L stiffener underneath the Baggage Floor 6B16-1) (03/01)

198) 6-B-16 Bottom left diagram: length of L angle = 370, rivet pitch in L angle change A4 pitch 40 to A5 pitch 25 (note: A5 pitch 25 in the L angles to the Seat Bottom 6B18-6) 03/01

199) 6B16-2, Replace 30x40mm cutout with a ¾" hole for the Lower elevator cable, Ref. 6-B-22 12/01

200) 6B16-5 change length from 1120 to 1125 (05/02)

6-B-17 Control Stick/Torque Tube. Edition: 1st 05/02

201) 6-B-17 Far right middle: change AN3-5A to AN3-4A (04/01)

202) 6-B-17 Right middle diagram: Part number for shim .025" 1-1/8" I/D= 3088A417 (04/01)

203) 6-B-17 middle diagram (location of 6B17-3) change 155 to 163 (05/02)

204) 6-B-17 top right diagram, torque tube 6B17-4 is installed level to the longerons 6B11-1, change 160 to 155 (front), 155 to 159 (rear). Added dimension 163mm from rivet line to rivet line for 6B17-1 and 6B5-1 (05/02)

205) 6B17-1, change 206 to 200, 3 degrees closed (instead of open), change 115 to 120 degrees, diameter of flange hole, change 95 to 115mm (05/02)

206) 6B17-2 length of "Y" grip, change from 100 to 125, "Y" grip only 1"x.035" 4130N (04/01)

207) 6B17-2 "Y" grip change 1x.035" to 1x.049" 4130N (10/01)

208) 6B17-2 Update Rear view, the 260mm plate is welded on the right side of the stick (correctly shown in right view, the 70mm plate is welded on the left side, correctly shown on Left View. (04/01)

209) 6B17-4, ¼" bushing to fit inside 3/8" bushing welded to torque tube: Text at the bottom of the page, change 1/8" to ¼" (04/01)

6-B-18 Arm Rest / Seat Belt. Edition: 1st 05/02

- 210) 6-B-18 Rivet pitch through the front L angle; L angle between the Fuselage Side Skin and the Front Seat Panel 6B15-4 (02/01)
- 211) 6-B-18 AN525-10R7 screws and nut plates MS521073L3 (qty=8) (04/01)
- 212) 6-B-18 Upper right diagram, correct part number 6B16-4 to 6B18-4 (04/01)
- 213) 6-B-18 Upper right diagram: redraw the cutout for the rudder and elevator cables. (12/01)
- 214) 6B18-1 Change 395 to 390, 190 to 155, 362 to 310 Added 60 degrees between the top and aft edge. (05/02)
- 215) 6B18-2 change dl=145 to dl=153 (04/01)
- 216) 6B18-3 change 60 to 67, change 67 to 72 (04/01)
- 217) 6B18-3 Removed Axis of geometry. (12/01)
- 218) 6B18-4 bolts AN3-5A (04/01)
- 219) Bottom right diagram: add dimension 15mm between the bottom of the seat bottom 6B18-6 and the Gear Channel 6B5-5 (04/01)
- 220) 6B18-6 dimensions:420x420mm (02/01)

6-B-19 Flap Controls. Edition: 1st 05/02

- 221) 6B19-4 Limit Switch collar: OPTIONAL – press fit (may be used to increase the distance between the micro switch, but is not required) (05/02)
- 222) 6-B-19 bottom left diagram: actual is installed with the micro switch installed on top (not as shown on the bottom). The Control Tube 6B19-1 & 2 do not extend below the fuselage as shown, the center of the ¼” rod is 50mm above the bottom skin. Delete 6B19-4 from the actuator. Without 6B19-4 the distance to the front of the micro switch: front 12mm, front of second switch = 63mm, distance between aluminum blocks = 23mm, Distance from actuator pivot to center of rod end on 6B19-7 = 426mm(05/02)
- 223) 6-B-19 Jam nut, AN316-5R, Rod ends CW5-12 (04/01)
- 224) 6-B-19 Electric Circuit for Flap Actuator see 6-S-2 (03/01) diagram previously shown on drawing 6-B-20 (03/01)
- 225) 6-B-19 Bottom middle diagram: Position of 6B19-3, from the outboard of 6B19-1 to the outboard of the left Arm 6B19-3 = 75mm (04/01)
- 226) 6B19-5, CHECK 24mm distance: the 1” hole is centered on the piano hinge 6W1-4 (06/02)
- 227) 6B19-5 dl=76 (03/01)
- 228) 6B19-6 change dl=59 to dl=57. Change R20 to R10 for 5/16” holes. (10/01)

6-B-20 Fresh Air Vent, Flap Circuit. Edition: 1st 10/01

- 229) 6-B-20 Change in the title block, move the air scoop cabin fresh air vent from drawing 6-B-22 to 6-B-20 (new drawing for installation of tail to fuselage 6-S-4 and 6-S-5) (03/01)
- 230) 6-B-20 P/N MS35059-27 double pole switch on-off-on momentary (10/01)
- 231) 6B22-3 Change 205 to 180 (03/01)

6-B-21 Fuselage Top Skin. Edition: 1st 04/02

- 232) 6-B-21 Bottom middle diagram: P/N correction, change 6B21-3 to 6B21-2 (B3) 04/02
- 233) 6-B-21 Left middle diagram: 2 middle L angles to stiffen the Middle Top Skin , change the orientation by having the vertical flange on the lower side: this will give a support flange for the cross stiffener for the antenna mounted forward of the bulkhead B4 (03/01)
- 234) 6B21-3 Add bolt for shoulder harness AN5-5A (Qty=2) (03/01)
- 235) 6B21-7 cut skin a trapezoid: 1135 one end, 1660 front end 4ft between ends. (12/01)

6-B-22 Cable Fairleads. Edition: 1st 04/02

- 236) 6-B-22 New page layout, tail attachment shown on drawing 6-S-4 and 6-S-5 (03/01)
- 237) 6-B-22 three ¾” holes in 6B5-2 to replace cutout. Added hole on right side in 6B5-1 (12/01)
- 238) 6-B-22 right diagram: delete Z channel 6B1-2 (shown positioned correctly on 6-B-17) (04/02)

6-B-23 Control Cables Ends. Edition: 1st 05/02

- 239) 6-B-23 Right middle diagram: Pinching order: change 3-1-2 to 2-1-3 (the second pinch is towards the thimble). 04/01
- 240) 6-B-23 Change AN3-6 to AN3-5 for all bolts through Cable Shackles and Turnbuckle Fork ends. 04/01
- 241) 6-B-23 Part number correction, Upper left diagram. Removed elev. cable from bottom diagram. (12/01)
- 242) 6-B-23 Middle diagram: Reposition Z stiffener 6B1-2 as show on 6-B-17 (05/02)

6-B-24 Rudder Cable , Fuel Shut off Trim. Edition: 1st 05/02

- 243) 6-B-24 Added text underneath middle diagram: The Box Front 6B224-4
- 244) 6-B-24 Bottom left diagram: added Hex nipple F122-B to connect F101-B to the gascolator. Shut off valve, change part number from F5120-B to F5103-B, Nipple fitting change F126-4B to F125-4B (05/02)
- 245) 6-B-24 New drawing (03/01)
- 246) 6-B-24 Added diagram of fuel shut off valve. (12/01)

6-C-1 Canopy Hinge. Edition: 1st 05/02

- 247) 6-C-1 Revised 05/01
- 248) 6C1-1 change 40 degrees to 37 degrees, 60 to 64mm (07/01)
- 249) 6C1-2 new bolt pattern, 3 bolts AN3 (10/01)
- 250) 6C1-4 new dimension for the Forward top skin (cutout), Side view: Added 400 distance between rivet line in instrument panel and firewall on centerline, deleted 460. Front view deleted 55mm new page layout. (10/01)

6-C-2 Canopy Sides. Edition: 1st 05/02

- 251) 6-C-2 top left diagram: P/N correction: change 6C2-1 to 6C2-3 (05/02)
- 252) 6-C-2 Revised page layout. (05/01)
- 253) 6C2-1 spelling Striker Stud, 6C2-3 lever extension (10/01)
- 254) 6C2-2 change AN3 bolt to AN3-4A bolt qty=6 (05/02)
- 255) 6C2-3 change AN3 bolt to AN3-5A bolt qty=2 (05/02)
- 256) 6C2-3, lever extension changed to 60x10 with bent, welded span-wise drill 1/16" hole for cable (instead of 1/4" hole). 7/8" tube welded to side flat plate, plate is rolled instead of bent 3 degrees (delete 3 degrees) top of 7/8" tube is 14mm and bottom 6mm off from flat surface. Square tube change 820 to 815, 100 to 95. Top diagram, change 350 to 330, 1/4" hole to 6.5mm hole) (10/01)

6-C-3 Canopy Frame. Edition: 1st 10/01

- 257) 6-C-3 Revised (05/01)
- 258) 6-C-3 Bottom diagram: position of canopy, delete 365 and 120mm, adjusted edges of canopy (not even with the front of the fuselage. (10/01)
- 259) 6C3-7 delete R30 (10/01)

6-C-4 Canopy Release. Edition: 1st 10/01

- 260) 6-C-4 Revised (05/01)
- 261) 6C4-3 Change .038" to .049" (10/01)
- 262) 6-C-4 Top right diagram: added nico press and spring at end of cable. (10/01)

6-G-1 Nose Gear Strut Ass. Edition: 1st 05/02

- 263) 6-G-1 left diagram; removed AN4-6A bolt, bolts are shown as AN4-7A on the right hand diagram. (04/01)
- 264) 6 G-1 left bottom diagram: removed wheel fork Doubler and bolt (10/01)-
- 265) 6G1-1, change 745 to 795 (no trimming required to bottom ends of the Spring Gear where the wheels axle bolts on. (04/01)
- 266) 6G1-1, top diagram: added 20mm distance between the nuts, Ref. 6G2-3 (10/01)
- 267) 6G1-2 Wheel fork 90 degrees (05/02)
- 268) 6G1-4 Length =31, 6061-T6 tube 3/4x.058" wall (04/01)

6-G-2 Nose Gear Bearing. Edition: 1st 05/02

- 269) 6-G-2 bottom right diagram: P/N correction, change 6G1-2 to 6G2-2 (04/02)
- 270) 6-G-2 AN380-3-4 cotter pin through 6G2-2 (04/01)
- 271) 6G2-1 height of rear bolt, change 47 to 28mm, front bolt, change 20 to 15mm (05/02)
- 272) 6G2-2 length=115 (04/01)

6-G-3 Main Spring Gear. Edition: 1st 05/02

- 273) 6-G-3 top right diagram: P/N correction, change 6G3-2 to 6B3-4
- 274) 6G3-1 distance to tapered front edge, change 530 to 580, router edge starts at 520 to 100 from end. Added width = 197, weight = 43 pounds (09/01)
- 275) 6G3-2 change 450 to 460, added welded tube on left side only 7/8"x.058 l=60mm (04/01)
- 276) 6G3-3 replace Extrusion with Step Fairing(04/01)
- 277) 6G3-5 remove extrusion shown in assembly detail. (04/01)

6-G-4 Option: wheel fairings. Edition: 1st 03/01

- 278) 6-G-4 new drawing (03/01)

ENGINE MOUNT DRAWING INCLUDED WITH FIREWALL FORWARD PACKAGE
(REMOVE 6-E-1, 6-E-2 AND 6-E-3 FROM DRAWINGS)

6-E-1 912 ENGINE MOUNT. Edition: 1st 09/01

- 6-E-1 bottom middle diagram: change M10x1.25x20 to M10-1.5x20 (05/02)
- 6-E-1 E1-1X, made top flange longer for better edge distance, change 30 to 37 (04/01)
- 6E1-1 added front view: 12.5mm between centers of the rectangular tubes. 22mm from top of front tray to center of longitudinal tube of rectangular frame. (09/01)

6-E-2 Firewall Fairing. Edition: 1st 05/02

- 6-E-2 top middle diagram: P/N correction, change 6E1-1 to 6E2-1 (05/02)
- 6-E-2 Removed L in isometric view, between 6E3-3 and 6B7-1 (08/01)
- 6-E-2 New part number 6E3-8 Throttle Stop Support (replaces L angle). (08/01)

6-E-3 Dual Throttle Choke . Edition: 1st 04/02

- 6-E-3 Repositioned 6E3-7 on the Firewall Channel 6B7-1
- 6-E-3 top left diagram: P/N correction, change 6E5-4 to 6E3-4 (04/02)

6-S-1 Fuel flow diagram, Airspeed range . Edition: 1st 05/02

- 279) 6-S-1 Electric fuel pump installed in parallel to mechanical pump on engine (05/02)
- 280) 6-S-1 New drawing (03/01)
- 281) 6-S-1 Revision to text, only one electric fuel pump (12/01)

6-S-2 Instrument panel layout . Edition: 1st 05/02

- 282) 6-S-2 Shutting of the master in flight may cause damage to the regulator/ rectified. See Rotax installation manual fig. 29 (05/02)
- 283) 6-S-2 New drawing (03/01)
- 284) 6-S-2 VDO Tachometer (0-10,000RPM) connect Blue/Yellow to S, White/Yellow to ground (01/02)

6-S-3 Wing Attachment, Flap template. Edition: 1st 04/01

- 285) 6-S-3 New drawing (04/01)
- 286) 6-S-4 top left diagram: change 1669 to 1700 (04/01)
- 287) 6-S-4 part number change: change TA 897 to 115092-1440 (04/01)

6-S-4 Installation of Stabilizer. Edition: 1st 05/02

- 288) 6-S-4 New drawing (03/01)
- 289) 6-S-4 P/N correction: change Saddle 6B19-5 to 6B21-5. text top left: P/N correction change, 6B19-6 to 6B21-6 (05/02)

6-S-5 Rudder Attachment. Edition: 1st 05/02

290) 6-S-6 Bottom left diagram change, 6B2-5 to 6B2-6 and 6B2-5 to 6B2-4 (05/02)

291) 6-S-5 New drawing (03/01)

292) 6-S-5 Added part number for Hinge Shim 6B2-10 (09/01)

**** end ****