

2nd edition 1st printing Jan 23, 2003
Summary of revisions from 06/02 to 01/03

XL Construction manual

- 1) title page, Updated to Edition 2.0 Jan 23, 2003
- 2) page 9 of 19, Rivets, change 1682-0412 to 1604-0412 and 1682-0514 to 1604-0514 (09/02)
- 3) page 13, bottom diagram, change 8 degrees to 10 degrees for spring back (01/23/03)

AIRFRAME

6-X-0 DRAWING LIST (see date top line of this document)

- 1) New drawing (introduced 06/02)

6-X-1 01/03 THREE VIEW

- 1) Replaced drawing 6-XL (04/02)
- 2) Replace 1st edition and printing #, 1st edition 01/01, 2nd edition 03
- 3) Removed address from title block (06/02)
- 3) Technical data: change wing chord tip from 4'-7" to 4"-8.25" (08/02)
- 4) Added new table: speed limitation, Flaps down, $V_f=80\text{mph}$, Max cruise speed V_{no}
- 5) Maneuvering speed $V_a = 110\text{mph}$ (180Km/h) 09/02
- 6) 3 view drawings, revision to proportions: side view & front view: the wing tip is above the fuselage Longerons, the bottom of the wing is not flush with the bottom of the fuselage. top view: a string pulled from wing tip to wing tip does not follow the leading edge, added trim tab on elevator and left aileron. Bottom left diagram: Added stiffeners on the fuselage, added XL wing profile. (09/02)
- 7) Top right diagram: deleted prop diameter 68" and 10" (10/02)

6-T-0 10/02 TAIL EXPLODED VIEW

- 1) New part number example, 6B1-5/0 Added triangle and revision number
Revision 0 is the CH 601 XL drawings 1st edition 3rd printing 05/02 (10/02)
- 2) 6T1-8, part number for FTT reinforcement rib

6-T-1 12/02 STABILIZER AIRFOIL

- 1) Changes to page layout. (10/02)
- 2) The 3 end rivets for 6T1-5HD, 6T1-6HD & 6T1-7HD are 10, 20, 20 (06/02)
- 3) 6T1-1 delete note to trim aft edge of rib (diagonal cut), Added crimp locations, starting from the aft end: 90, 160, 245, 290, 350, 375, 405 (10/02)
- 4) 6T1-2, added crimp location: measured from aft edge: 65, 145, 225. Added location of the tooling holes: front hole 25mm to front flange, second hole 45mm from aft flange. Added dimension of corner relief hole = 5/16" hole. (10/02)
- 5) 6T1-8 new part number: FTT Rib (fiberglass Tail Tip reinforcement rib) 10/02
- 6) Front spar riveting: no rivet zone, first rivet at 80mm from CL (replace 170 & 36) 10/02
- 7) Rear spar riveting: no rivet zone, first rivet at 120mm from CL in 6T1-7HD (replace 100) 10/02
- 8) First rivet from CL at 80mm past the no rivet zone for 6T2-3 (12/02)

6-T-2 11/02 STABILIZER ATTACHMENTS

- 1) Changes to page layout, re-drew stabilizer skeleton to scale (10/02)
- 2) Added 6T1-8, riveted to the overlap of the end rib 6T1-1 with 4 RIVETS A4 (10/02)
- 3) Clarification: stabilizer front attachment: 3 RIVET A5 riveting front flanges together of 6T2-1 and 6T2-2, 3 RIVETS A5 6T2-1 to spar 6T1-3
- 4) 6T2-5 to retain pin, delete "squeeze end of hinge", drill 1/16" hole & use cotter in or safety wire (10/02)
- 5) Top right diagram: orientation FRWD points in the wrong direction, Doublers are correctly shown on the front side of the spar (10/02)
- 6) Stabilizer skeleton: delete 2205 (11/02)

- 7) Added note: "Check: minimum 2mm clearance each side between elevator end ribs and stabilizer FTT ribs 6T1-8"
- 8) For scratch builders, add diagram to bend skin 6T2-4, skin is not bent in the middle: Top side is 450mm to leading edge, bottom side is 425mm to leading edge. (11/02)

6-T-3 11/02 ELEVATOR

- 1) 6T3-6, right middle diagram: change 60 to 55, change 22 to 25mm (10/02)
- 2) 6T3-7, dimensions under the description, change 20x70 to 50x70 (10/02)
- 3) Changes to page layout, re-drew stabilizer skeleton to scale (10/02)
- 4) Elevator riveting: delete 2205mm (11/02)

6-T-4 06/02 VERTICAL TAIL RIBS

- 1) RR #6 to 9, length & width are for the form block (06/02)

6-T-5 10/02 VERTICAL TAIL SKELETON

- 1) 6T5-1 **REV 1** change dl, top from dl=150 to dl=160, bottom dl=495 to dl=505 (trim edge after installed) 10/02
- 2) Rib to spar riveting, refer to text at bottom left side of page (delete text in middle diagram "ribs to spar 3 rivets A4 in each rib? (09/02)
- 3) 6T5-3, delete 270, 100 (10/02)
- 4) 6T5-5, change "2x2 A4 rivets" to 2 rivets A4 each flange" (10/02)
- 5) 6T5-5 **REV 1** Change length 55 to 45 and 40 to 30, strip 35 x 75 (10/02)

6-T-6 10/02 RECESSED ELEVATOR TRIM TAB

- 1) 6T6-1 **REV 1**, TIM TAB SKIN, once piece trim tab (similar to elevator skin) dl=166 (10/02)
- 2) 6T6-2 part deleted (10/02)

6-W-0 12/02 EXPLODED VIEW

- 1) 6W8-2 added cutout in bottom skin for access to wing attachment bolt, top right diagram "detail of left wing" (10/02)
- 2) Added 40x20mm cutout in bottom skin 6W8-2 in front of the rear spar 6W7-2 to gain access to the wing attachment bolt Ref 6-S-2 (12/02)

6-W-00 12/01 RIGHT WING ASSEMBLY

- 1) drawing was omitted from 1st edition 3rd printing (04/02)

6-W-1 03/02 FLAPS

6-W-2 01/03 AILERONS

- 1) left bottom diagram: correct O/B to UP arrow
- 2) 6W2-4 delete 77 degrees (correct angle is 75.68deg) 01/03

6-W-3 05/02 OUTBOARD WING SPAR ASSEMBLY

6-W-4 06/02 CENTER WING SPAR

- 1) Left middle diagram: delete one of the boxed 50mm, change to page layout for top diagrams, delete caution (bottom left) (06/02)
- 2) Part number correction for 6W4-4 (2 places), 6W4-3 (left middle diagram) (06/02)
- 3) Middle diagram: replace AD-5 rivets with AN-470-AD-5-13 and AN-470-AD-5-14 (through 6W4-4)

6-W-5 01/03 SPAR TIP / NOSE RIBS

- 1) Middle diagram, remove top tooling hole (06/02)
- 2) Text right bottom of page: replace HOLE "C" with Vertical distance for fuel line grommet (horizontal = 45) ref. 6-K-1 NR#4 = 25 (hole "C") NR#3= 46, NR#2 = 70 NR#1 = 87 fuel line is on a 6 degree slope up when the wing is bolted to the fuselage. (01/03)

- 6-W-6** **02/02 REAR RIBS**
 1) Top middle diagram: added zero ref (0,0), top right; replace text "top of rib..." with "File the top of the block 90deg to spar flange on 25mm" (02/02)
- 6-W-7** **10/02 REAR CHANNEL**
 1) 6W7-2 change height from 100 to 97mm (10/02)
- 6-W-8** **12/02 WING SKINS**
 1) Text under the left middle diagram: change 78 degrees to 77.5 degrees as shown in the diagram.
- 6-W-9** **11/02 TIEDOWN RING**
 1) 6W9-2, welded assembly (06/02)
 2) Nut-plates, part number correction: MS21075-L3 (09/02)
 3) Change page layout, left middle diagram: trimming the ends of the tip and root (09/02)
 4) Wing Root Rear skin trimming 6W8-3, change 908 to 895 and 65 to 60 (11/02)
- 6-W-10** **12/02 AILERON CONTROLS**
 1) 6W10-2 Spacer, deleted 8mm, the ¼" hole is centered on block, 9mm to edge (12/02)
- 6-K-1** **01/03 LEADING EDGE WING TANKS**
 1) Re-numbered drawings, previously 6-W-11
 2) top middle diagram: signal connected to "S" terminal on fuel gauge (06/02)
 3) Added detail for side outlet P/N E410 and bottom drain E-400 (01/03)
 4) new part 6K1-2 Fingerscreen Access Cover (01/03)
 5) bottom left diagram: new location for fuel line grommets, see 6-W-5 (01/03)
- 6-K-2** **01/03 CENTER CONSOLE/ FUEL FLOW DIAGRAMS/ GASCOLATOR**
 1) New drawing, replace 6-S-1 and 6-B-24 (01/03)
 2) 6K2-1 Support channel between bottom instrument panel and 6B7-2 (01/03)
 3) 6K2-2 Center Console (01/03)
 4) 3 way fuel selector on center console (no both position). Fuel line through the nose ribs on an upwards slope from the tank to the selector (01/03)
- 6-B-0** **10/02 FUSELAGE EXPLODED VIEW**
 5) Added new exploded view of lower rudder hinge (10/02)
- 6-B-1** **10/02 FUSELAGE BOTTOM SKIN H.T. FRAMES**
 1) 6B1-7 **REV 1** change bottom flange from 18mm to 19mm, height from 30 to 28mm (10/02)
 2) 6B1-3 & 4 delete distance to center line: 46, 103, 100 (10/02)
 3) Added detail of 6B1-6 to 6B1-2 (remove cut-away on 6B1-1 & 6B1-2) 10/02
 4) Bottom right of page, change 6-W-14 to 6-B-14 (10/02)
- 6-B-2** **12/02 REAR BOTTOM LONGERONS**
 1) Added exploded view showing shim 6B2-5
 2) 6B2-9 REV 1 change length from 3.2 to 4.2mm (12/02)
- 6-B-3** **12/02 REAR SIDE SKINS**
 1) 6B3-5, add text: "1 flush tack rivet A4, 20mm from intersection with L angle" (11/05)
 2) First 2 angles, cut length to fit underneath the baggage floor (12/02)
- 6-B-4** **12/02 REAR FUSELAGE RIVETING**
 1) Added ~~note for~~ the cable outlet fairing 6B4-2, Added end view of tie down ring and shims new page layout (10/02)
 2) Bottom ~~left~~ adjusted scale, line up HT frame with left middle diagram (11/02)

- 3) Left middle detail of 6B2-7, delete AN3-5A bolt and A5 rivets, replace with SEE 6B2-7 (11/02)
- 4) 6B4-2 replace A5 with 8 rivets A5 (11/02)
- 5) First L angle of 6B4-2, cut the bottom flange to make room for the rudder cables, cutout 50mm tall on flange not riveted to fuselage side skin (11/02)
- 6) Bottom angle change 3.2mm to 4.2mm (for bushing 6B2-9) 12/02
- 7) Bottom left diagonal L angle installed with the bend towards the top (12/02)

6-B-5 12/02 REAR FUSELAGE ASSEMBLY

- 1) 6B5-1 removed 3/4" hole 30mm to the right of center line (09/02)
- 2) 6B5-1 **REV 1** angle of bottom flange, change from 57deg to 61 degrees (12/02)
- 3) Upper left diagram: delete 1064, the width of the fuselage is set by 6B16-6 Ref 6-B-14 (12/02)

6-B-6 10/02 FIREWALL & STIFFENER

- 1) 6B6-4 **REV 1** "steel" to 4130N (10/02)
- 2) 6B6-5 **REV 1** "steel" to 4130N (10/02)
- 3) 6B6-4 welded assembly (10/02)

6-B-7 12/02 FIREWALL RIVETING

- 1) Middle diagram & top left diagram: Change pitch 40 to A5 PITCH 30 (two rows in 6B7-2 and firewall) 12/02
- 2) Correction to part number, change 6B8-1 to 6B8-7 (no rivet zone: top left and top right diagram) (12/02)

6-B-8 09/02 NOSE GEAR UPPER BEARING

- 1) 6B8-6 spelling: NYOIL (09/02)

6-B-9 12/02 RUDDER PEDALS

- 1) bottom right diagram: added text "pedals shown in neutral position) 10/02
- 3) 6B9-1, metal plate for rudder cable attachment: change .050" to .080" (12/02)
- 4) 6B9-1 text under description: Welded assembly (12/02)
- 5) Top right diagram: Add note: "for most forward rudder position, change 245 to 200, Heel Support 6B8-8 change 330 to 285 Ref 6-B-10, Vertical L angle change 400 to 355 Ref 6-B-15" (12/02)
- 6) Center pedal bearing 6B9-4 is centered on 6B8-3 (12/02)

6-B-10 12/02 FRONT FLOOR SKIN

- 1) 6B10-1 **REV 1** CHANGE 24 TO 29MM (06/02)
- 2) Redrew 6B10-4 to scale (10/02)
- 3) 6B10-3 front and rear end of the Longerons are cut back 30mm (12/02)

6-B-11 12/02 UPPER FRONT LONGERONS

- 1) 6B11-2 replace slot with small cutout along the aft edge of the skin. (12/02)
- 2) 6B11-3 Add orientation direction Up and I/B (12/02)
- 3) 6B11-4 welded assembly (12/02)

6-B-12 12/02 FUSELAGE BULKHEADS

- 1) 6B12-2 block coordinates, delete 37 (should be 34mm, total correct at 370mm) 07/02
- 2) removed duplicate dimension: height and width from the bulkhead (these are the dimensions of the form blocks. (07/02)
- 3) Added dimension for bottom flange for 6B12-2 = 251. The corners of the bottom flange of the bulkheads are tapered to follow edge of fuselage (08/02)

- 4) Position of Fairlead material on 6B12-1 for upper elevator cable: change rear view to FRONT VIEW, change left side to "right side" (upper elev. Cable on right side, see 6-B-22 Position from CL = 50mm (instead of 200 from the edge). (08/02)
- 5) Bottom left diagram: The instrument panel does not overlap the Longerons: add hidden lines. Revision to text " detail of instrument panel on top of gusset" (08/02)
- 6) New page layout, spell out rib blank and form block (12/02)
- 7) Top right diagram: first position canopy bracket 6C2-2 to layout the rivets in 6B12-5 (12/02)

6-B-13 12/02 WING JIG

- 7) Corrections to text bottom left " Bolt the spar jig bolted... " (10/02)
- 8) right middle diagram: added outline of fuselage between spar insert & rear channel (10/02)
- 9) Change 955 to 956. Added additional dimension to layout the 81 degrees, 34mm back from front corner square to front bottom corner, 48mm back from aft corner squared to aft bottom corner. 12/02

6-B-14 12/02 JOINING FUSELAGE ASSEMBLIED

- 10) The instrument panel does not overlap the Longerons (08/02)
- 11) Top middle diagram: show fuselage side skin even with the longerons (10/02)
- 12) Location of 6B5-2 is 225 from the stiffener 6B3-7, Replace wing template with Angle templates (12/02)
- 13) Added 560 from CL to edge of fuselage at Seat Back 6B16-6, change 494 to 495 width at instrument panel.(12/02)

6-B-15 12/02 FORWARD FUSELAGE STIFFENERS

- 1) 6B15-4 added L angles around access hole, Added notch or cutout along sides 280mm from top to make room for Gear Upright 6B11-3 (06/02)
- 2) Bottom left diagram: rivets in side of skin 6B11-2, two separate rivet line to end (12/02)
- 3) Right middle diagram: re-drew to scale 6B10-4, replace 8 rivets A5 6B10-4 to 6B11-2 with A5 PITCH 20 (12/02)
- 4) Top right diagram: spar is at 81 and firewall is at 77 degrees to the longerons. Remove angles to the spar and firewall measured from the cabin floor (12/02)
- 5) 6B15-4 Change 145degrees to 140 degrees, delete dl=380 (12/02)
- 6) 6B15-4 Change A5 to A4 rivets to L angles (12/02)
- 7) Bottom diagram, location of air scoop, change "SEE 6-B-22" to "SEE 6-B-18" (12/02)

6-B-16 12/02 SEAT BACK SUPPORT

- 1) Bottom left diagram: Show smaller cutout at top of Channel 6F16-3, top of channel is below the top flange of the Longerons 6B11-1. Rivets in 6B16-3 (right side) change A4 pitch 30 to 3 RIVETS A5 (06/02)
- 2) Bottom right diagram: instrument panel does not overlap the Longerons. (08/02)
- 3) 6B16-2, shaded in cutout area (to make room for the lightening hole in 6B5-1) 10/02
- 4) 6B16-2 & 3 distance from the top to the bottom cutout: delete 315, add a note to check the distance between 6B16-6 and the top of the seat panel 6B5-1, change 312 to 310mm(10/02)
- 5) Top diagram 6B16-4, change top flange from 55 to 35 (10/02)
- 6) Bottom right diagram, cross section add dimension 35mm, the Doubler is installed with the edge flush to the side of the fuselage, 35mm at the widest point.
- 7) 6B16-4 right middle diagram, change 45 to 55mm rear cutout Check the front rivet spacing with 6C2-2 (12/02)
- 8) 6B16-1 change length from 1095 to 1090 (12/02)
- 9) 6-B-16, bottom middle diagram: The vertical L angles on the fuselage side skin (ref. 6-B-3) are trimmed to top underneath the side L angle for the baggage floor. Top left diagram, delete the cutout for the L angle cutout in the floor skin.
- 10) 6B16-1 top left diagram: crimp location in top flange of L angle 3 crimps, first crimp 60mm from front, then 40 and 40. (12/02)

6-B-17 12/02 CONTROL STICK

- 14) Middle diagram: 6B17-2 is shown incorrectly, ref bottom left diagram (the large plate is visible from the right side) 06/02
- 15) 6B17-1 **REV 1** change height from 200 to 208, change top flange from 120deg to 116 deg (12/02)
- 16) Top right diagram, position of 6B17-1 to bottom skin, delete 163mm, position of torque tube 6B17-4 installed level, delete 159 & 155 (12/02)
- 17) Top middle diagram, location of 6B17-3 change 163 to 165mm (12/02)
- 18) 6B17-4 **REV 1**, leave plate at end of torque tube rectangle, replace middle bolt with 2 bolts for turnbuckles with fork instead of eye. (09/02)
- 19) 7B17-2 & 4 welded assembly (12/02)

6-B-18 10/02 ARM REST / SEAT BELT

- 1) bottom right diagram: Added angle between 6B18-2 & 6B16-2 is 123 degrees (10/02)

6-B-19 12/02 FLAP CONTROLS

- 1) removed 6B19-4, part not required. (09/02)
- 2) Bottom middle diagram: 50mm from the underside of the control tubes 6B19-1&2 to the fuselage bottom skin (check that tube is centered on aileron piano hinge) 12/02
- 3) Bottom left diagram: position of control tube 6B19-1 and 2, should be shown more level, 50mm is above the longer 6B2-3 (11/02)
- 4) 6B19-5 delete 24 location of the 1" hole, position hole to center control tube over the center of the flap piano hinge (12/02)

6-B-20 10/01 FRESH AIR VENT / FLAP CIRCUIT

6-B-21 01/03 FUSELAGE TOP SKIN

- 1) 6B21-1 **REV 1** Change 510 to 415, change 503 to 407, 478 to 387, 459 to 369, 433 to 346, 397 to 320, 355 to 281, 295 to 229, 213 to 150. Material thickness, change .035 to .058" (same as 6C3-1&2) (01/03)
- 2) 6B21-2 **REV 1** coordinates to the underside of the tube frame (not form bock): x – y, 0-395, 40-394, 80-392, 120-387, 160-380, 200-370, 240-353, 380-335, 320-314, 360-289, 400-255, 440-207, 480-135, 500-59 Material thickness, change .035 to .058" (same as 6C3-1&2) (09/02)
- 3) 6B21-3, the 90deg corner of the fitting (160mm side) overlaps the Longeron, rivet spacing = 25mm
- 4) 6B21-3, delete "245mm to front of baggage", Position the front edge of 6B21-3 65mm from the web of Upright 6B21-3. Center of tube B3 to front edge of 6B21-3 = 80mm, redrew 6B21-4 to scale (09/02)
- 5) Added crimped L angles at 85mm forward of bulkhead B4 for antenna support. Second crimped L angle 185mm back from B3 for the GPS antenna (01/03)
- 6) 6B21-8 **REV 1** Added layout diagram, change 120mm to 100mm (10/02)

6-B-22 10/02 CABLE FAIRLEADS

- 1) Delete middle: Upper Elevator Fairlead (front view), elevator cable goes through 115 lightening hole in 6F17-1 (07/02)
- 2) Left middle: Upper Elev. & L rudder are reversed, the Upper elevator cable is at the bottom right of the lightening hole in 6F17-1 (07/02)
- 3) NOTE: Elevator cable move left and right when the ailerons are deflected. 07/02
- 4) Left middle: replace single bolt with two separate bolts for the left and right turnburckles (10/02)
- 5) Spelled out the number of rivets in the fairleads (10/02)
- 6) Top right: show 3 cables through the lightening holes, front view of the left middle diagram (10/02)

6-B-23 09/02 CONTROL CABLE ENDS

- 1) Middle diagram: replace #12 hole with 3/16" hole (07/02)
- 2) Control cable: change 75ft to 100ft (08/02)

- 3) Middle diagram: add hidden lines for 6B17-2 (08/02)
- 4) Torque tube 6B17-4 with 2 bolts for the turnbuckles, change E to F, adjust quantities, Detail E 1 required, detail F 6 required
- 5) Bottom right diagram: steering rods installed on O/B side of 6B9-1 (09/02)

Drawing 6-K-2 replaces 6-B-24 (06/02) and 6-S-1(05/02)

6-C-1 01/03 CANOPY HINGE

- 1) Removed note at bottom right of page: 6C1-1 installed flush with the aft edge of the top skin 6C1-4 (not flush with the instrument panel) 3 rivets A4 instead of 2 (09/02)
- 2) 6C1-1 **REV 1** bottom flange, change 25 to 28mm, change dl=108 to dl=112, delete L=80mm (12/02)
- 3) top left diagram: show gusset 6B12-5 & 6C2-2, change A5 PITCH 40 to 3 RIVETS A4 (12/02)
- 4) 6C1-1 change length from 500 to 470mm CUTOUT, change 80 to 60 (01/03)
- 5) 6C1-2 change 95 to 75, dl=47, added R10 for 1/4" hole, delete 35mm (Vertical flange), delete 20mm along top edge, Change bolt pattern from 3 bolts to 2 bolts (also in top left diagram & 6C1-3 (01/03)
- 6) Bottom right diagram, replace 1/4"-28 button socket with AN4-14A (01/03)
- 7) 6C1-4 Change 430 to 425, change 485 to 480, change 425 to 430mm, change corner relief hole to 1/8" (01/03)
- 8) Bottom middle diagram: add .040" shim between forward side skin and fuselage side (01/03)

6-C-2 01/03 CANOPY SIDES

- 1) Top left diagram change 280 to 290mm (01/03)
- 2) Text above Spring 9416K12, change qty=10 to qty=2, change COMP. LG = 4.6" to 140mm, change EXTEND. LG = 8.1" to 224mm (06/02)
- 3) 6C2-2 change RIVETS A5 to 7 RIVETS A5 (4 rivets through 6B12-5 (12/02)
- 4) Top right diagram change 60 degrees to 66 degrees, delete 40x25 plate welded at the front of the side frame 6C2-3, 100x30 plate, change angle from 37deg to 31(01/03)

6-C-3 01/03 CANOPY FRAME

- 1) top left diagram 6C3-1 & 2, not the coordinates of the forming block added not: coordinates for inside curvature of tube frame (12/02)
- 2) 6C3-6, delete 90mm slot, delete dimension for location of 1/4" hole, the front is cut at 66 degrees to the top edge. Side flange change 35 to 27, angle change 40 to 34 degree (01/03)
- 3) 6C3-6 overlaps on the O/B side of the Hinge Angle 6C1-2 (01/03)

6-C-4 10/01 CANOPY RELEASE

6-G-1 11/02 NOSE GEAR STRUT ASSEMBLY

- 6) 6G1-1 **REV 1**, Added stop 1/8" ring, welded 95mm down from the bottom of the 3/4" steering rod tube. Top of page, delete text "(or one welded bolt & locknut) (10/02)
- 7) Matco nose wheel rim WHLN51-CC stem hole in middle, tire 500x5, tube TR-67 (10/02)
- 8) 6G1-2, top diagram: removed hole for axle from part layout (11/02)
- 9) 6G1-1 welded assembly (11/02)

6-G-2 10/02 NOSE GEAR BEARING

- 1) 6G2-1 spelling NYOIL (10/02)
- 2) Add stop ring to bottom right diagram (10/02)

6-G-3 10/02 MAIN SPRING GEAR

- 1) cabin access step 6G3-2, change 460 to 470, 7/8 tube welded (06/02)
- 2) bottom diagram, part number correction, fairing 6G3-5 (10/02)
- 3) 6G3-1, delete 475mm (total vertical distance) 10/02
- 4) 6G3-2 welded assembly, 1L + 1R req'd (10/02)
- 5)

drawing replaced by 6-K-2 **6-S-1 06/02 FUEL FLOW DIAGRAM, AIRSPEED RANGE**

- 1) right bottom diagram: removed tank vent line to wing tip (06/02)

drawing not included in 1st printing of 2nd edition **6-S-2 12/02 INSTRUMENT PANEL LAYOUT**

- 1) top right, change BLUE to BROWN (to ignition key) (06/02)
- 2) Legend, added ground (airframe) (12/02)

6-S-3 12/02 WING ATTACHMENT, FLAP TEMPLATE

- 1) Added note to see 6-W-0 (12/02) for 40x20 cutout in bottom skin 6W8-2 for access to rear spar wing attachment bolt (12/02)

6-S-4 08/02 INSTALLATION OF STABILIZER

- 1) elevator deflection template, change 440 to 367mm (08/02)

6-S-5 12/02 RUDDER ATTACHMENT

- 1) With bushing 6B2-9 length = 4.2mm change AN3-5A bolt to AN3-6A
- 2) 3 RIVETS A5 in rudder stops
- 3) left diagram: added rudder fairing 6T5-4, show cutout along aft edge of fuselage (approximately 8mm to make room for fairing during full rudder deflection. (03/01)
- 4) Revision to bottom right diagram, add top cutout in 6B3-6, removed upper fairing shown on 701 rudder (03/02)

POWERPLANT

- 6-E-3 02/03 ENGINE MOUNT ROTAX 912S**
- 1) new drawing, from HD drawings (page not included in 3rd printing but included as 6-E-1 in 1st edition 1st and 2nd printing of XL drawings)(11/02)
 - 2) 6E3-2 welded assembly (11/02)
 - 3) 6E3-2, added 193mm from the front engine mount holes to the prop flange (02/03)
 - 4) E2-1X, replace 175 (underneath part) with 181 measured on the top side of the part (02/03)
- 6-E-5 11/02 DUAL THROTTLE**
- 5) new drawing, from HD drawings (page not included in 3rd printing but included as 6-E-3 in 1st edition 1st and 2nd printing of XL drawings)(11/02)
 - 1) (11/02)
 - 2) 6E5-2 Throttle installed on left side of firewall (11/02)
 - 3) 6E5-1 welded assembly (11/02)
- 6-E-6 12/02 OIL TANK BRACKETS**
- 1) new drawing, from HD drawings(page not included in 3rd printing but included as 6-E-2 in 1st edition 1st and 2nd printing of XL drawings)(11/02)
 - 2) 6E6-3, New part, Oil Tank Top Bracket (for 912S) (11/02)
 - 3) Oil tanks installed on right side, battery on left side of firewall (12/02)
- 6-JE-1 01/03 JABIRU 3300 ENGINE MOUNT**
- 1) New drawing (01/03)
- 6-CE-1 12/02 CONTINENTAL 0-200 STRAIGHT ENGINE MOUNT**
- 1) New drawing (01/03)
- 6-YE-1 12/02 LYCOMING 0-235 CONICAL ENGINE MOUNT**
- 1) New drawing (01/03)
- 6-YE-2 12/02 LYCOMING 0-235 DYNAFOCAL ENGINE MOUNT**
- 1) New drawing (01/03)

OPTIONS

- 6-ATO-1 06/02 XL AILERON TRIM TAB OPTION**
- 1) Drawing renumbered (06/02), previously 6-W-12 (12/01)
 - 2) 6-ATO-1 **REV. 1** change location of 1/8" pivot hole, from 8mm to 12mm (06/01)
- 6-LLO-1 12/02 LANDING / TAXI LIGHT OPTION**
- 1) Drawing renumbered (06/02), previously 6-W-13 (05/02)
 - 2) 6-LLO-1-6 **REV 1** change 280x250 to 280x270 (06/02)
 - 3) Bottom right diagram: change location of grommet in rear rib behind wing locker, change 235 to 480 and 55 to 40mm (12/02)
- 6-NSO-1 06/02 NAV/STROBE LIGHT OPTION**
- 1) Drawing renumbered (06/02), previously 6-W-15 (04/02)
- 6-WFO-1 10/02 WHEEL FAIRING OPTION**
- 1) Drawing renumbered (06/02), previously 6-G-4 (03/01)
 - 2) Added dimension for brackets
- 6-WLO-1 01/03 WING LOCKER OPTION**
- 1) New drawing (01/03)
- 6-WKO-1 01/03 AUXILIARY FUEL TANKS OPTION**
- 1) Drawing renumbered (06/02), previously 6-W-13 (01/03)
 - 2) Delete text top left of page "fuel management" new location for fuel line grommets through nose ribs, see 6-W-5 (01/03), use 5 way fuel selector (left and right tanks are not connected). (01/03)
 - 3) Added fuel management diagram (01/03)

** end **