AIRWORTHINESS DIRECTIVE SUMMARY
January 1, 1949

HARLOW (Was Special Note 1 of AD-341)
. Propellers, Inc., model 76FDS-64 propellers,
s. 10000 to 10731, inclusive, are not approved
nstalled on any aircraft of this model, should
e by approved propellers. These propellers
pped with Kinnep No. 8031 hubs drilled for eight
diameter bolts on 6-1/4 inch bolt circles and
rertently stamped "T.C. 787" prior to delivery
y for use on the model L-6 aircraft.

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CESSNA (Was Service Note 2 of AD-701-1)
ch periodic inspection inspect the fin spars
at the fuselage attaching bolt holes. If the
is cracked it should be replaced by a new one.
ont fin spars may be repaired by splicing in
tions and redrilling the attachment holes.
rvice Bulletin No. 83, dated December 10, 1943,
s same subject.)

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WACO (Was Inspection Note of AD-701-1)
REQUIRED IMMEDIATELY AND EVERY 100 HOURS OF
THEREAFTER.
ittings welded to the bottom of the shock strut
ars which are bolted the shock strut
rings, should be carefully inspected for cracks
s made immediately if needed. The shock strut
cylinders) are not heat treated and satisfac-
ng repairs of the fittings can be made.
ich as leather boots have been installed at the
ome of the shock struts to serve as dust covers,
necessary to remove these, if installed, in
spect the subject fittings. (Waco Service
. 136, dated October 25, 1943, covers this same

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44-4-3 NORTHWESTERN (Was Mandatory Note 5 of AD 720-1)

The inspection and rework of the wings listed under "A" below is required of all airplanes listed. The rework listed under "B" must be accomplished if the placard "Intentional Aerobatics Prohibited" is to be removed.

A. (1) Remove the nose skin from the wings and install 13 extra nose ribs per panel between the original ribs.
(2) Install a leading edge spanwise stringer in the extreme forward point of the airfoil nose. The stringer should be 3/8 inch by 1/2 inch spruce.
(3) While the wing is uncovered, check the condition of all glue joints, particularly at the rib attachment to spars and compression strut attachment to the spars. The following should also be checked:
(a) Compression struts for bowing.
(b) Wing spars for warping or twisting or damage due to compression struts digging into spars.
(c) All hinge fittings, aileron bracket attachments and the aileron horn on the aileron for looseness or play.
(d) Wing lift strut fittings and screw adjustments, jury struts and all other wing points for looseness, cracks, misalignment, or other defects.
(4) Reinstall the leading edge skin (metal or plywood). If the skin needs replacing, use 1/16 inch three-ply birch, mahogany or poplar (face grain spanwise).

B. The following need not be done if the owner does not wish to remove the placard "Intentional Aerobatics Prohibited."
(1) Reinforce the wing compression struts located at the aileron hinge points. Figure 1 below illustrates the reinforcement and its installation.
(2) Install an external aileron balance on each aileron as illustrated in figures 2, 3, and 4. Note, do not remove the lead weights already installed. The new balance arm should be stenciled: "Hands Off."

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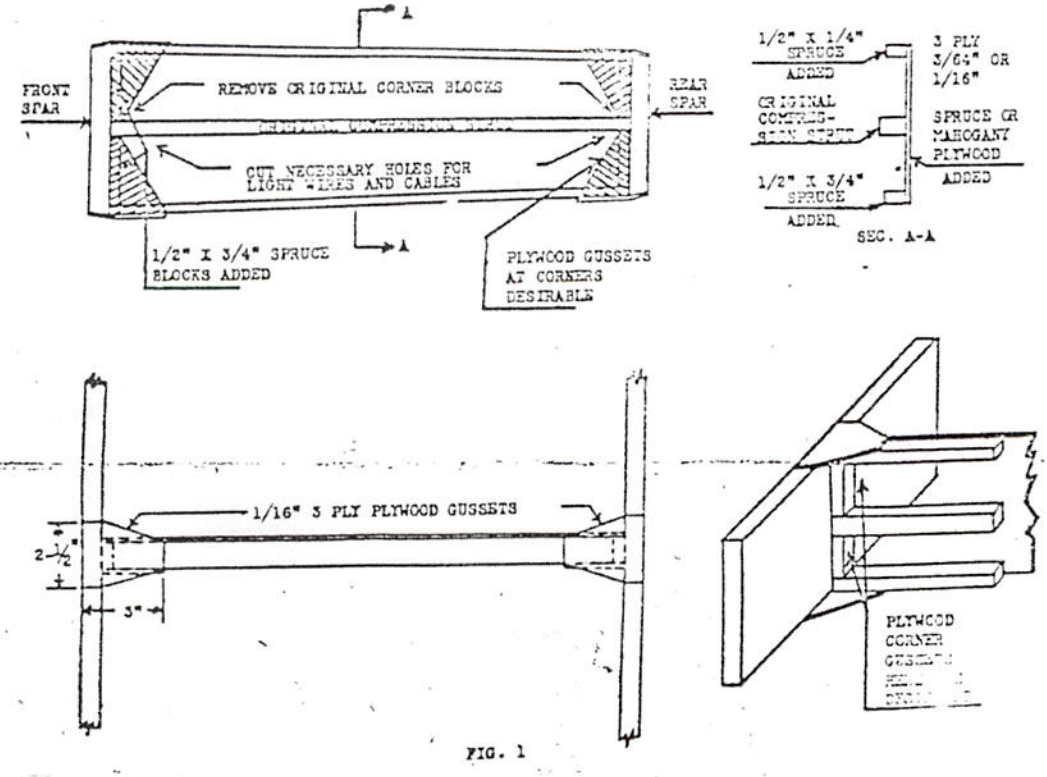


FIG. 1

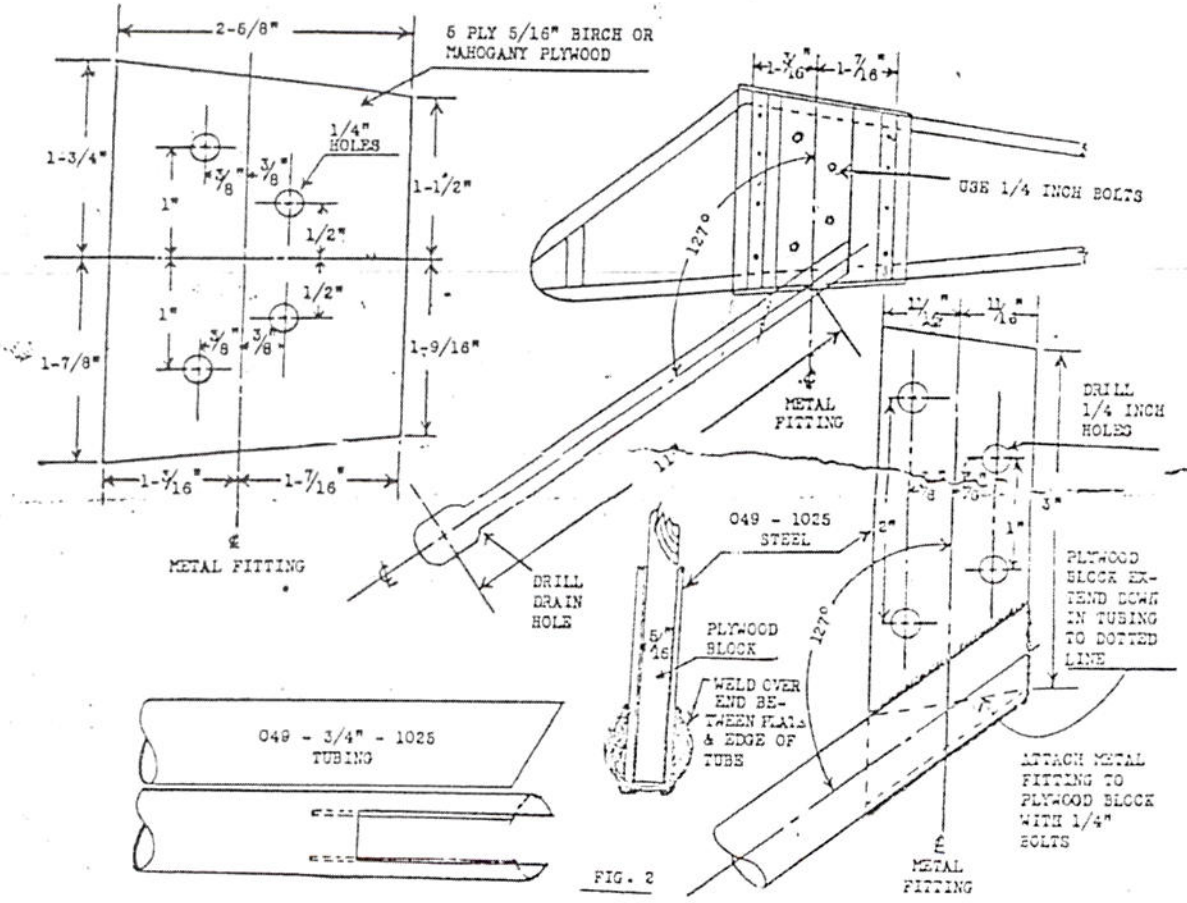
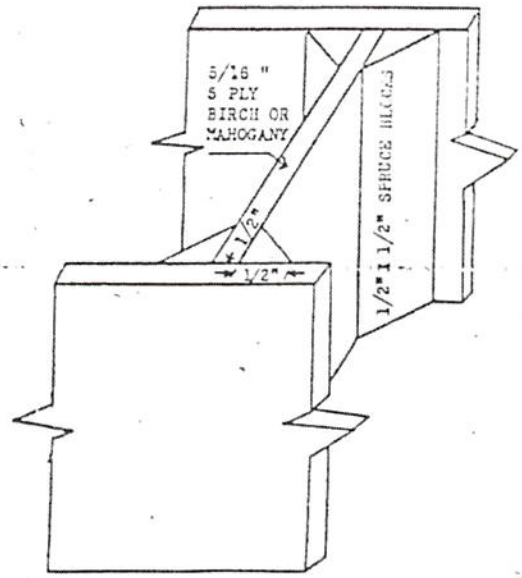


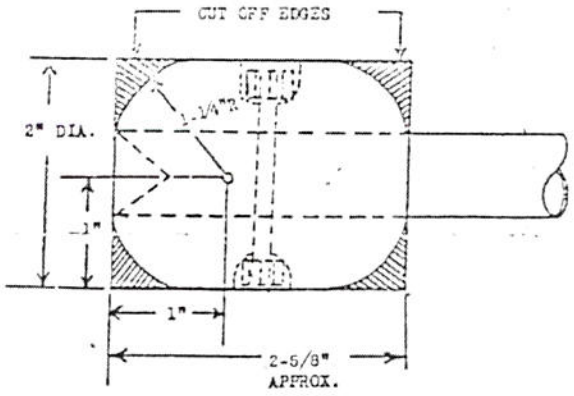
FIG. 2



AILERON HORN BALANCE
PLYWOOD BLOCK INSTALLATION

INSTALL 32 INCHES FROM INBOARD END

FIG. 3



1. FISHMOUTH END OF TUBE.
2. POUR 3 LB. 2 OZ. OF LEAD INTO A 2 INCH DIAMETER CYLINDER WITH THE 3/4 INCH TUBE IN THE CENTER.
3. ROUND OFF THE EDGES AS SHOWN BY SHADED AREAS.
4. INSTALL 3/16 INCH AN BOLT WITH AN ELASTIC STOP NUT - COUNTERSINKING BOTH HEAD AND NUT.
5. THE FINISHED METAL AND LEAD ASSEMBLY SHOULD WEIGH 3 LB. 6 OZ.

FIG. 4