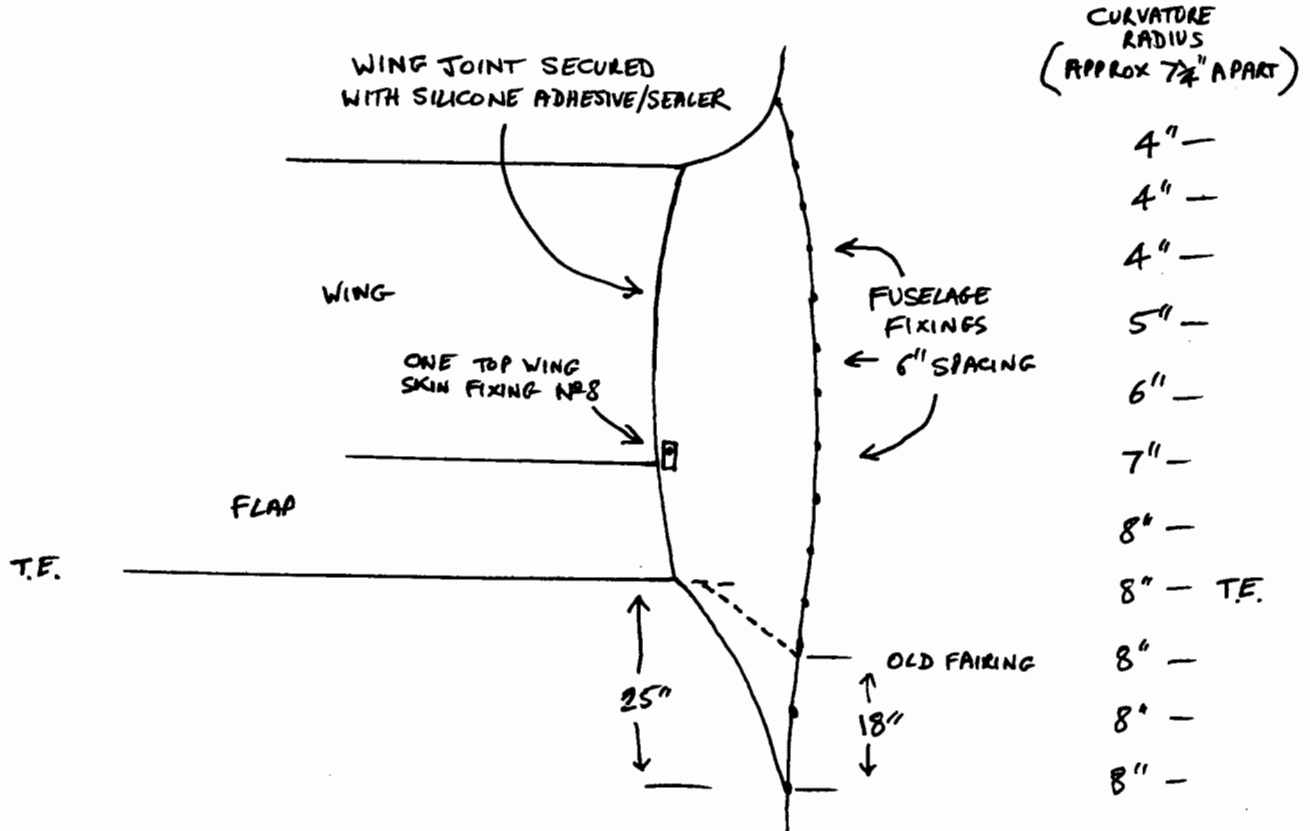


MOD No. OFFICE USE ONLY

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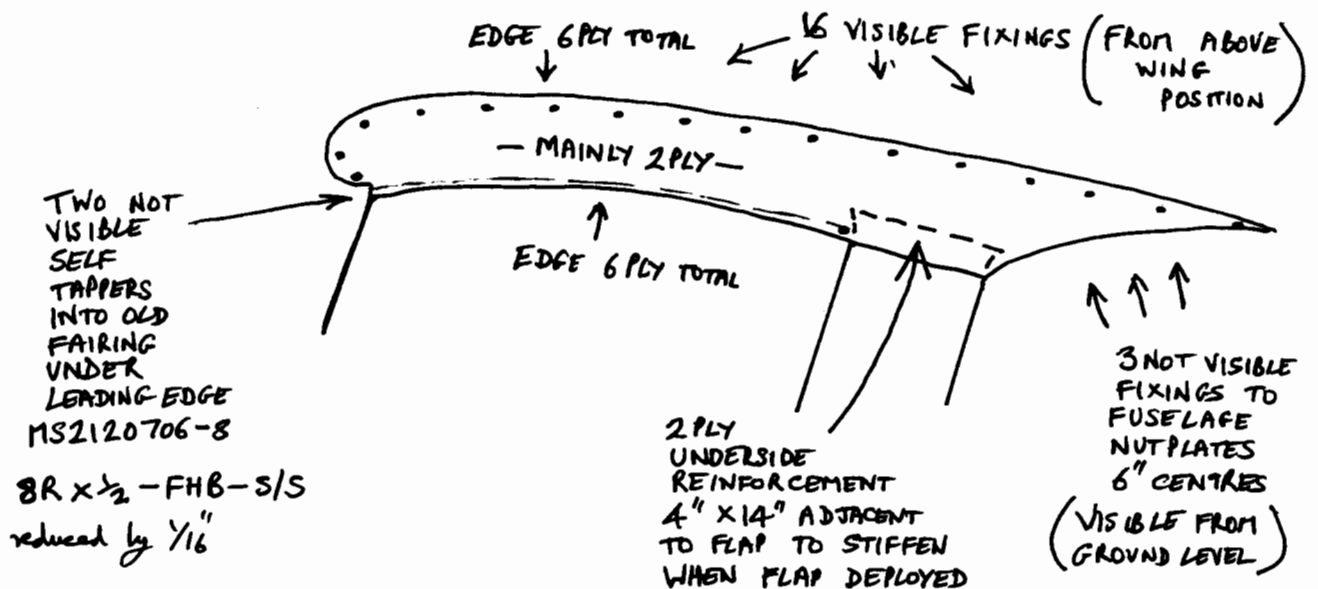
6mm PVC FOAM HEAT FORMED ON JIG TO SHAPE



CURVATURE RADIUS (APPROX 7/8" APART)

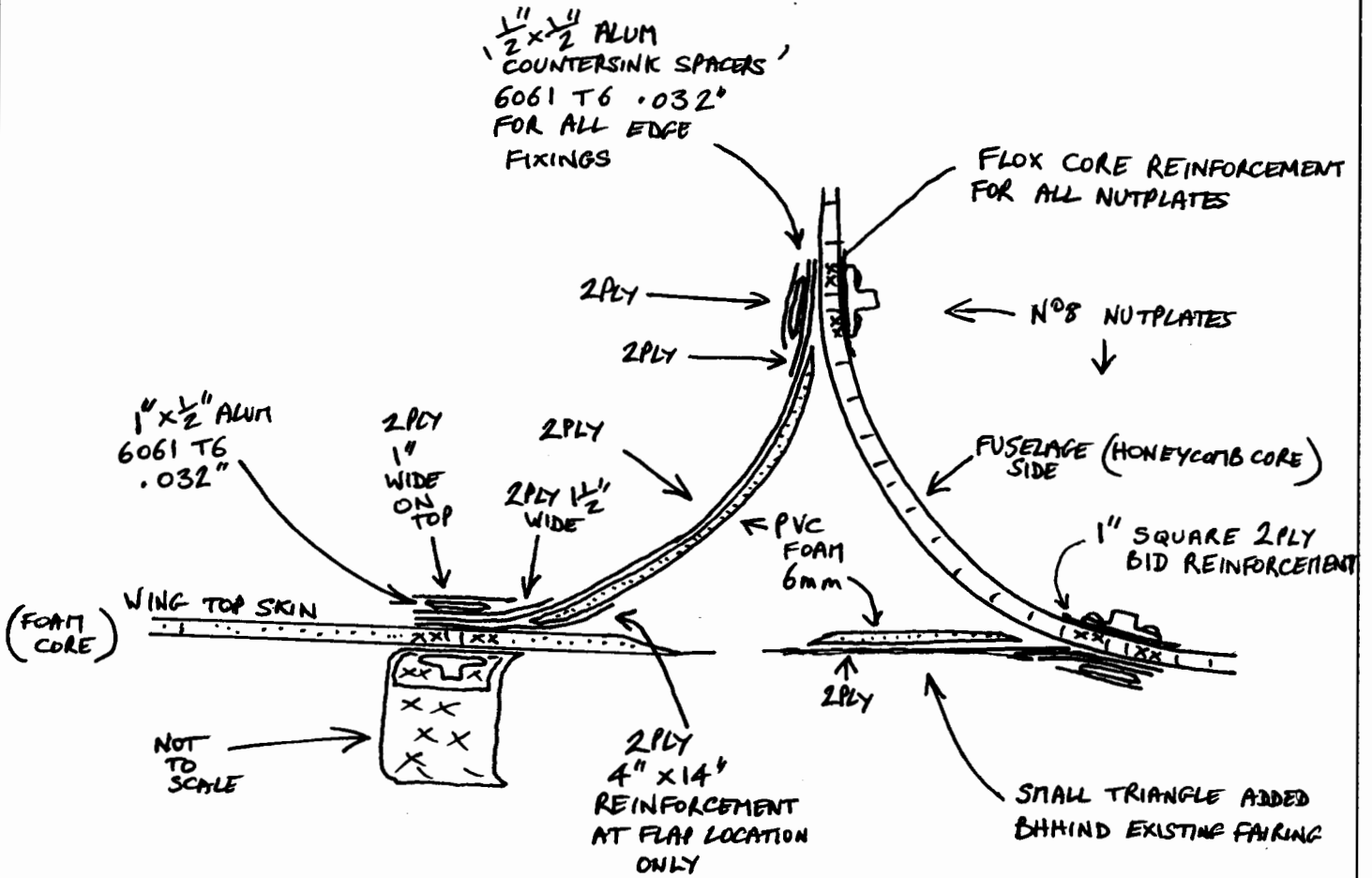
- 4" -
- 4" -
- 4" -
- 5" -
- 6" -
- 7" -
- 8" -
- 8" - T.E.
- 8" -
- 8" -
- 8" -

[NEW FAIRING COVERS ADDITIONAL 1 1/2" OF TOP SURFACE OF FLAP]

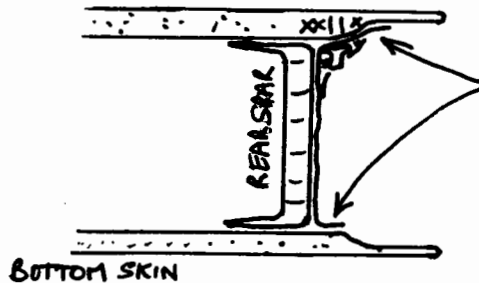


MOD No. OFFICE USE ONLY

MODIFICATION APPLICATION



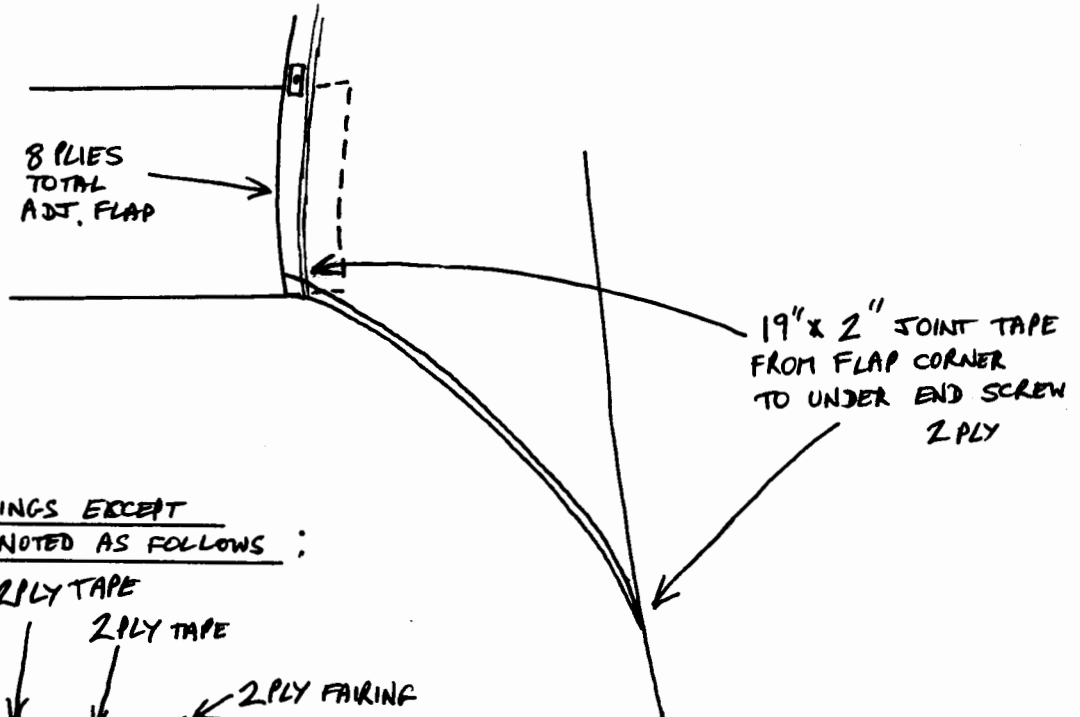
WING TOP SKIN



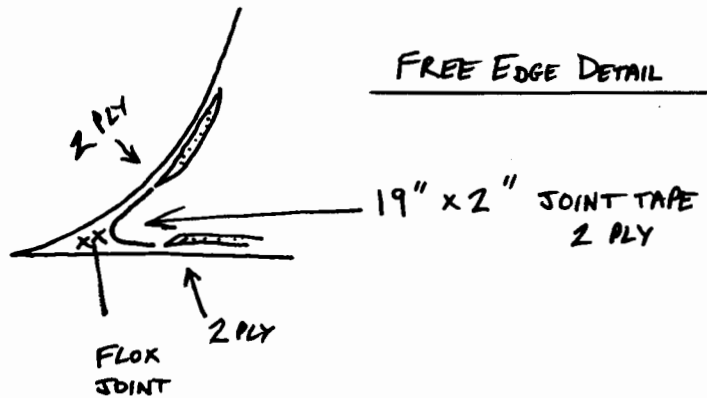
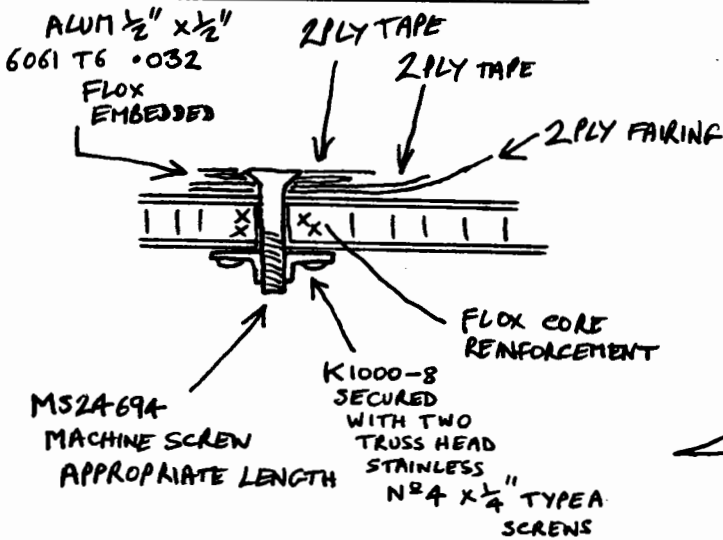
2PLY TAPE 2" x 4 1/2" UNDER NUTPLATE
NUTPLATE N^{OS} SECURED WITH FLOX
AND 2" x 1" TAPE ON TOP

MOD No. OFFICE USE ONLY

MODIFICATION APPLICATION



ALL FIXINGS EXCEPT WHERE NOTED AS FOLLOWS :



FIXINGS MS24694-S9 MACHINE SCREWS & S7 & BR x 1/2 - FH6-S/S REDUCED BY 1/16"
NUTPLATES K1000-8

FABRIC USED S GLASS STYLE 4533 - 5.8 OZ. Sq. yd. P/N: 4533-60 SPRUCE USA.
SURFACE FINISHED FILLED MICRO, LIGHTWEIGHT FILLER etc.

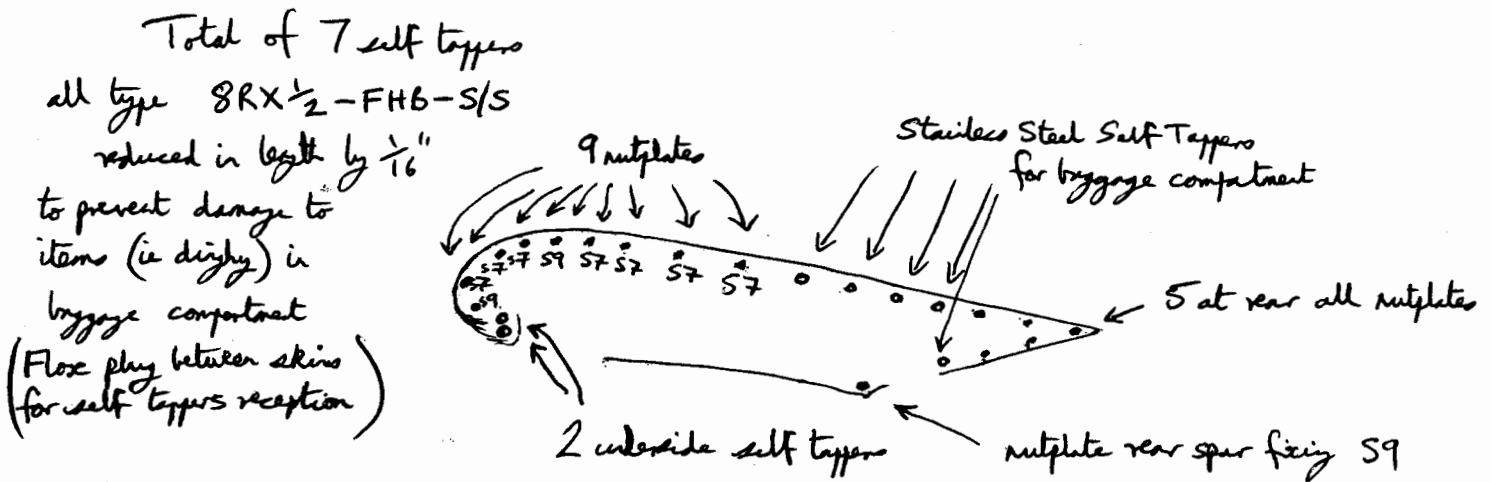
EPOXY RESIN LAMINATING TYPE 285 - PRF COMPOSITE MATLS. POOLE, DORSET
FUSELAGE HOLES REINFORCED ON INNER SKIN WITH 1" SQUARES 2PLY BID
UNDER NUTPLATES WHERE NO OTHER REINFORCEMENT PRESENT.

FABRIC USED FOR HOLE REINFORCEMENT ON FUSELAGE
SPRUCE P/N RA7725 (Sglass NOT USED HERE).

MAY '02

Completed fairings including filler and paint both same weight at 2lb 7oz each
(prior to fill and paint wt of 2lb nil oz average.)

e.g. completed 12" fwd of T.E. (STA.89)



Total of 22 fixings (one extra underside RHS on make up piece to old fairing as below old fairing.)

Per side: 15 machine screws (~~one longer than rest required on RHS least on fuselage longer due to thickness of old fairing here~~)

Initial placement of MS24694-S9 ~~was~~ altered to MS24694-S7 for majority

Done 12.5.02, mainly S7 in cockpit except for two each side S9
(most fwd S9 a bit long on LHS and a bit short on RHS)

Fuselage holes reinforced on inside under nutplates with 1" squares of 2 ply
B/D Spruce P/N RA7725 (Sglass not used here), where no other reinforcement present.