STOL CH 750 1st Edition 1st Revision Drawings

Summary of changes from Edition 1 to Edition 1 Revision 1.

Page	Date	Drawing Title
75-G-0	01/10	Three View Drawing
75-G-1	01/10	Drawings Index
75-RX-1	05/09	Rudder Exploded View
75-R-1	06/09	Rudder Ribs
		1. P/N 75R1-5, thickness corrected to t=0.025" from t=0.016".
75-R-2	10/09	Rudder Spar, Skins, & Hinges
		1. P/N 75R2-3, total height corrected from 650mm to 1300mm.
75-RA-1	05/09	Rudder Assembly
75-TX-1	05/09	Horizontal Stabilizer Exploded View
75-TX-2	05/09	Elevator Exploded View
75-T-1	09/09	Horizontal Stabilizer Ribs and Spars
		1. P/N 75T1-4: revision changed to 1 to reflect changes made to supplied kit part.
75-T-2	05/09	Horizontal Stabilizer Doublers and Brackets
75-T-3	01/10	Elevator Ribs, Spars, and Horns
		1. P/N 75T3-10: bent height corrected from 92mm to 68mm.
75-T-4	09/09	Horizontal Tail Skins and Elevator Trim
		1. P/N 75T4-1: revision changed to 1 to reflect changes made to supplied kit part.
75-TA-1	09/09	Horizontal Stabilizer Skeleton
		1. Spacing between rivet lines corrected to 227mm on front horizontal stabilizer front brackets. Outside distance between horizontal stabilizer front brackets corrected to 257mm.
75-TA-2	08/09	Horizontal Stabilizer Skin
		1. Fairlead riveted to the L angle on the top of 75T4-1 near the rear labeled 75C4-5.
75-TA-3	05/09	Elevator Skeleton
75-TA-4	11/09	Elevator Skin Riveting
		1. Dimensions added from the aircraft center line to the inside of the inboard elevator rib, dimension is 149mm.
75-TA-5	09/09	Elevator Trim
		1. Cutout width for the trim control rod changed to 20mm and the center has been shifted to 57.5mm from the middle rib rivet line.
75-TA-6	06/09	Elevator Mounting on Horizontal Stabilizer
75-SX-1	06/09	Slats Exploded View
		1. Drawing added.
75-S-1	06/09	Slats
75-SA-1	03/09	Slat Assembly
75-AX-1	06/09	Flaperon Exploded View
		1. Drawing added.
75-A-1	10/09	Flaperons
		1. P/N 75A1-8: revision changed to 1 to reflect changes made to supplied kit part.
		2. P/N 75A1-9: revision changed to 1 to reflect changes made to supplied kit part.

75-A-2 08/08 Flaperons
75-AA-1 06/09 Flaperon Assembly

75-WX-1 07/09 Wings Exploded View
1. Drawing added.

75-W-1 03/09 Wing Ribs
75-W-2 01/10 Wing Spar
1. P/N: 75W2-5: thickness increased to t=0.25 inch to meet European requirements, revision changed to 1.
2. P/N: 75W2-6: thickness increased to t =0.063 inch and top flange increased to 22mm to meet European requirements, revision change to 1.
3. P/N: 75W2-2: 40mm dimension at root end for angle cut corrected to 53mm.

75-W-3 04/09 Wing Spar Fittings
75-W-4 08/08 Root Ribs and Rear Channels
75-W-5 08/08 Top Wing Skins
75-W-6 01/10 Bottom Wing Skins
1. The length, 1000mm, has been added to the drawing for 75W6-5.
2. P/N: 75W6-9 Pitot/Static tube added to drawing.

75-W-7 01/10 Jury Struts and Fittings
1. P/N 75W7-2: bend angle changed to 90 degrees, revision changed to 1.
2. P/N 75W7-3: bend angle changed to 90 degrees, revision changed to 1.
3. P/N 75W7-4: tube length changed to 500mm and ‘U’ fitting changed to 40mm x 20mm tab, revision changed to 1.
4. P/N 75W7-5: tube length changed to 550mm and ‘U’ fitting changed to 40mm x 20mm tab, revision changed to 1.
5. P/N 75W7-6: bend angle changed to 90 degrees, revision changed to 1.
6. P/N 75W7-7: bend angle changed to 90 degrees, revision changed to 1.
7. P/N 75W7-9: tube length changed to 378mm, tabs changed to ‘U’ fitting, and 20mm x 20mm tabs welded 25 degrees from ‘U’ fitting, revision changed to 1.
8. P/N 75W7-10: tube length changed to 715mm, revision changed to 1.

75-W-8 01/10 Wing Struts
1.

75-WS-1 01/10 Wing Spar Assembly
1. Detail: Spar Root Doubler: 75W3-1 label corrected from 75W2-7 and 75W2-7 label corrected from 75W2-8
2. First and last AD5-11 rivet replaced with AN3 bolt on P/N 75W2-7 to meet European requirements.
3. Bolts in 75W2-4 labeled AN4.

75-WA-1 01/10 Wing Skeleton, Slat & Flaperon Brackets
1. One A5 rivet changed to AN3 bolt in P/N 75W3-3 to meet European requirements.

75-WA-2 08/08 Skin Riveting
75-WA-3 01/10 Strut Fittings
1. Installation information added for P/N 75W6-9.

75-K-1 10/09 Fuel System
1. P/N: E-400-000 welded to top outboard corner of P/N 75K1-1 on left tank only for fuel return if required by engine, revision changed to 1.

75-KA-1 03/09 Fuel System
75-KA-2 06/09 Fuel Line Routing

75-FX-1 12/09 Rear Fuselage Exploded View
1. Drawing added.

75-FX-2 01/10 Forward Fuselage Exploded View
1. Drawing added.

75-F-1 12/09 Rear Fuselage Skins
1. P/N 75F1-3 revision changed to 1 to reflect holes added to kit supplied parts.

75-F-2 08/09 Rear Fuselage Bulkheads
1. The direction the flanged lightening hole has been reversed on 75F2-3.
2. The position of the flanged lightening hole on 75F2-1 has been dimensioned 2748mm from the front edge and centered laterally.

75-F-3 01/10 Rear Fuselage Channels
1. P/N 75F3-4: revision changed to 1 to reflect added cutout in kit supplied parts.
2. P/N 75F3-8: orientation corrected. “O/B arrow changed to point down on page.

75-F-4 01/10 Rear Fuselage Doublers
1. P/N 75F4-4: thickness increased to t=0.1875 inch to meet European requirements, revision changed to 1.
2. P/Ns 75F4-1 and 75F4-2: “O/B” orientation corrected.

75-F-5 01/10 Baggage Compartment
1. P/N 75F5-1: vertical flanges extended the entire height of the part to make installation easier, revision changed to 1.

75-F-6 12/09 Baggage Compartment
1. Part number 75F6-7 added to drawing.

75-F-7 01/10 Cabin Side
1. P/N 75F7-6 made 1440mm long from 1283mm, front angle cut at 44 degrees from the bottom, and rear cut at 52 degrees from the bottom, part revision number changed to 1.
2. P/N 75F7-9 length changed to 1055mm, front angle cut at 100 degrees from top, first bottom angle cut 67 degrees from top, and second cut made on the bottom 23 degrees from top, revision changed to 1.

75-F-8 08/08 Firewall
75-F-9 08/08 Firewall Stiffeners
75-F-10 10/09 Forward Fuselage Floor & Stiffeners
1. P/N 75F10-1: revision changed to 1 to reflect changes in predrilled hole locations in kit supplied parts.

75-F-11 06/09 Seat Structure
75-F-12 01/10 Forward Fuselage
1. P/N 75F12-7 added, 20mm x 20mm x t=0.032 inch, L=450 angle bent 90 degrees.

75-F-13 01/10 Seats
1. P/N: 75F13-1 part orientation corrected to show flange pointing down to be outboard to be consistent with the assembly drawings.
2. P/N 75F13-3 quantity changed to 1L + 1R.
3. P/N 75F13-7 added, Inboard seat belt attachment.

75-F-14 01/10 Gear Strut Fitting & Engine Mount Fittings
1. P/N 75F14-3: bolts labels were corrected, labels were switched.

2. P/N 75F14-3: Penny Washer AN970-6 welded to Strut Pickup for front strut attachment, and holes locations dimensioned.

75-F-15 01/10 Cabin Frame
1. P/N 75F15-1: Spar Carry Through tube changed to 1-1/4inch x 0.058 inch 4130 to meet European requirements, revision changed to 1.

75-F-16 08/08 Instrument Panel & Window Flashings

75-F-17 07/09 Windshield & Windows
1. P/N: 75F17-4 quantity required corrected to 2.
2. P/N: 75F17-5 quantity required corrected to 2.

75-CS-1 10/09 Cabin Side Assembly
1. Hole designation changed from AN470-AD4-5 to pilot hole for last rivet in 75F7-3.

75-FA-1 01/10 Rear Fuselage Assembly
1. P/N: 75F4-1 shortened to reflect actual part at the top of the drawing.

75-FA-2 01/10 Rear Fuselage Top Skin & Rear Bulkheads
1. Side View: Top Channel & Rear Top Channel Riveting added to bottom right of drawing to clarify orientation and riveting information.
2. Side View: Top Channel & Rear Top Channel Riveting, P/N 75F4-3 added for clarification.

75-FA-3 01/10 Baggage Compartment
1. P/N 75F6-7 added to drawing.
2. P/N 75F6-3: vertical flanges shown as full height of part.
3. Top view of P/Ns 75F4-1, 75F4-2, and 75F6-6 added for clarification.

75-FA-4 01/10 Forward Fuselage
1. L angle removed from inboard of P/N 75F12-1 and 75F11-6.
2. P/N 75F12-7 replaces L angles.

75-FA-5 08/08 Firewall Assembly

75-FA-6 08/09 Forward Fuselage
1. Fairlead 75C4-2 added to the aft edge of 75F11-6 and is riveted with A4 pitch 40.

75-FA-7 12/09 Fuselage Joining
1. P/N 75F6-7 added to drawing.
2. P/N 75F7-6 lengthened to 1440mm.
3. P/N 75F4-4, one A5 rivet replaced with AN3 bolt to meet European requirements.
4. P/N 75F10-2 last A5 rivet replaced with AN3 bolt to meet European requirements.
5. P/N 75F14-3 top AN3 bolt through P/N 75F4-1 changed to AN4 to meet European requirements.
6. Side view of P/Ns 75F3-6, 75F3-7, 75F4-3, and 75F4-4 added for clarification.

75-FA-8 01/10 Seats & Seat Belts
1. Information about installing inboard set belt attachments removed, now shown on 75-FA-4.

75-FA-9 12/09 Windshield & Windows Installation
1. P/N 75F6-7 added to drawing.
2. P/N 75F7-6 lengthened to 1440mm.

75-FA-10 05/10 Fuselage Doublers
1. New drawing added.

75-CX-1 07/09 Controls Exploded View
1. Drawing added.

75-C-1 05/09 Flap Controls

75-C-2 01/10 Elevator Controls
1. P/N 75C2-6: forward bottom radius increased to R12 to allow for dual stick option without changing the elevator bellcrank.

75-C-3 09/09 Rudder Controls & Control Stick
1. P/N 75C3-1: Center hole diameter specified as 28.6mm.

75-C-4 08/09 Fairleads
1. Drawing added.

75-CA-1 12/09 Flaperon Controls
1. P/N 75F6-7 added to drawing
2. P/N 75F7-6 lengthened to 1440mm.

75-CA-2 01/10 Elevator Controls
1. P/N 75F5-1: changes to part reflected on drawing.

75-CA-3 01/10 Rudder Controls
1. Fairlead on riveted to 75C3-1 labeled 75C4-4.
2. Fairleads on 75F5-1 labeled 75C4-3.
3. P/N 75F5-1: changes to part reflected on drawing.

75-LX-1 07/09 Landing Gear Exploded View
1. Drawing added.

75-L-1 06/09 Nose Gear

75-L-2 05/09 Nose Gear

75-LA-1 05/09 Nose Gear

75-LA-2 05/09 Nose Gear

75-Z-1 10/09 Rear Fuselage Fairings
1. P/N 75Z1-10: Upper Elevator Control Stop added.
2. P/N 75Z1-11: Lower Elevator Control Stop added.
3. P/N 75Z1-12: Flaperon Control Stop added.

75-Z-2 09/09 Door Latch
1. Drawing added.

75-ZA-1 06/09 Horizontal Stabilizer Mounting

75-ZA-2 06/09 Rudder Mounting
1. Hole diameter in 75F3-1 and 75F3-2 corrected to 4.8mm and in 75R2-4 corrected to 6.4mm.

75-ZA-3 08/09 Fin & Rudder Cable Fairing Installation
1. Fairlead riveted with 75Z1-5 labeled 75C4-1.
2. Fairlead 75C4-6 added under 75Z1-2 at the aft edge of the lightening hole on part 75F2-1. 75C4-6 is riveted with 3 rivets A4.

75-ZA-4 01/10 Wing Installation
1. Changes to jury struts reflected on drawing.

75-ZA-5 01/10 Strut and Jury Strut Installation
1. Changes to jury struts reflected on drawing.
2. Top view of main strut attachments to gear strut fitting added with note: Maintain minimum 2 x hole diameter for edge distance on AN6 bolts.

75-ZA-6 12/09 Bubble Door Installation
1. Drawing changed to show installation of new door latching system.
2. P/N 75F6-7 added to drawing.
3. P/N 75F7-6 lengthened to 1440mm.

75-ZA-7 10/09 Control Deflections

1. P/Ns 75Z1-10, 75Z1-11, and 75Z1-12 installation information added to drawing.

75-CE-1 01/10 Continental O-200 Conical Engine Mount

1. Drawing added.

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