

STOL CH 750 2nd Edition Drawings July 20, 2010

Summary of changes from Edition 1 to Edition 2.

Page	Date	Drawing Title
75-G-0	07/10	Three View Drawing
75-G-1	07/10	Drawings Index
75-G-2	03/10	General Information
75-RX-1	05/09	Rudder Exploded View
75-R-1	03/10	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	06/10	Horizontal Stabilizer Ribs and Spars
		1. P/N 75T1-4: revision changed to 1 to reflect changes made to supplied kit part.
		2. P/N 75T1-5: dL specified as 144mm.
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	06/10	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.
		2. 123.5mm dimension in top center diagram corrected to 128.5mm.
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	06/10	Elevator Skeleton
		1. 75T3-3 relabeled as 75T3-3I or 75T3-3M to clarify kit parts installation.
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	06/10	Elevator Mounting on Horizontal Stabilizer
		1. Bolt length information added.
		2. "Nuetral" corrected to Neutral.
75-SX-1	06/09	Slats Exploded View
		1. Drawing added.
75-S-1	06/09	Slats
75-SA-1	06/10	Slat Assembly

1. Bolt length information added.

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 06/10 Flaperon Assembly

1. Bolt length information added.

75-WX-1 06/10 Wings Exploded View

1. Drawing added.

75-W-1 03/09 Wing Ribs

75-W-2 04/10 Wing Spar

1. P/N: 75W2-5: thickness increased to $t=0.25$ inch to meet increased gross weight 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 increased gross weight requirements, revision change to 1.
3. P/N: 75W2-2: 40mm dimension at root end for angle cut corrected to 53mm.

75-W-3 06/10 Wing Spar Fittings

1. P/N 75W3-2 revision changed to 1 to reflect holes added to kit supplied part.
2. P/N 75W3-4 revision changed to 2 to reflect holes added to kit supplied part.

75-W-4 04/10 Root Ribs and Rear Channels

1. P/N 75W4-4 revision changed to 1 to reflect holes added to kit supplied part.
2. P/N 75W4-7 added for increase to gross weight requirements.

75-W-5 04/10 Top Wing Skins

1. P/N 75W5-4 revision changed to 1 to reflect holes added to kit supplied part for gross weight increase.

75-W-6 06/10 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.
3. P/N 75W6-1 revision changed to 1 to reflect holes added to kit supplied part for gross weight increase.
4. P/N 75W6-2 revision changed to 1 to reflect holes added to kit supplied part for gross weight increase.

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 06/10 Wing Struts

1. P/N 75W8-5 kit supplied length added to drawing, dimensions added to extrusion.
2. P/N 75W8-6 kit supplied length added to drawing, dimensions added to extrusion.
3. P/N 75W8-1, U fitting width increased to 4.8mm for gross weight increase.
4. P/N 75W8-2, U fitting width increase to 8mm for gross weight increase.

75-WS-1 04/10 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 AD5-11 rivet replaced with AN4 bolt and last AD5-11 rivet replaced with AN 3 bolt on P/N 75W2-7 to meet increased gross weight requirements.
3. Bolts in 75W2-4 labeled AN4-6A.
4. Bolt length information added.

75-WA-1 06/10 Wing Skeleton, Slat & Flaperon Brackets

1. Part location and rivet information added for P/N 75W4-7
2. One A5 rivet changed to AN3 bolt in P/N 75W3-3 for gross weight increase requirements.
3. AN3 bolt increased to AN4-5A for gross weight increase in P/N 75W2-7 and 75W4-2.

75-WA-2 04/10 Skin Riveting

1. L angles added 375mm from and parallel to the spar rivet line, riveted with A4 pitch 40.
2. Top and Bottom spar rivet lines changed to A5 for gross weight increase requirements.
3. Rear channel rivet line changed to A5 through P/N 75W4-7.

75-WA-3 01/10 Strut Fittings

1. Installation information added for P/N 75W6-9.
2. Jury strut attachment brackets changed to reflect changes to the parts.

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 06/10 Fuel Line Routing

1. P/N 75W4-7 added to drawing.

75-FX-1 06/10 Rear Fuselage Exploded View

1. Drawing added.

75-FX-2 01/10 Forward Fuselage Exploded View

1. Drawing added.

75-F-1 06/10 Rear Fuselage Skins

1. P/N 75F1-1 revision changed to 1 to reflect holes added to kit supplied parts.
2. P/N 75F1-3 revision changed to 3 to reflect holes added to kit supplied parts.

75-F-2 06/10 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.

- 3. P/N: 75F2-2, dimensions added to extrusion.
- 75-F-3 06/10 Rear Fuselage Channels
 - 1. P/N 75F3-4: revision changed to 1 to reflect added cutout in kit supplied parts.
 - 2. P/N 75F3-6 revision changed to 1 to reflect holes added to kit supplied parts.
 - 3. P/N 75F3-7 geometry changed to overlap the top flange and web of P/N 75F3-6, thickness increased to $t=0.063$ " for gross weight increase requirements.
 - 4. P/N 75F3-8: orientation corrected. "O/B arrow changed to point down on page.
 - 5. P/N 75F3-9 new part added for gross weight increase requirements.
- 75-F-4 06/10 Rear Fuselage Doublers
 - 1. P/N 75F4-4: thickness increased to $t=0.1875$ inch to meet gross weight increase requirements, revision changed to 1.
 - 2. P/Ns 75F4-1 and 75F4-2: "O/B" orientation corrected.
 - 3. P/Ns 75F4-7 side skin gusset and 75F4-8 bottom skin gusset added for gross weight increase requirements.
 - 4. P/N 75F4-9 added, Longeron Gusset for gross weight increase.
 - 5. P/N 75F4-3 thickness increased to $t=0.040$ " for gross weight increase, revision changed to 1.
- 75-F-5 04/10 Baggage Compartment
 - 1. P/N 75F5-1: vertical flanges extended the entire height of the part to make installation easier, revision changed to 1.
 - 2. P/N 75F5-2 side flanges removed as P/N 75F6-7 replaces them.
- 75-F-6 04/10 Baggage Compartment
 - 1. Part number 75F6-7 baggage back channel added to drawing.
- 75-F-7 06/10 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.
 - 3. P/N 75F7-1 revision changed to 1 to reflect holes added to kit supplied parts for gross weight increase.
- 75-F-8 08/08 Firewall
- 75-F-9 08/08 Firewall Stiffeners
- 75-F-10 06/10 Forward Fuselage Floor & Stiffeners
 - 1. P/N 75F10-1: revision changed to 2 to reflect changes in predrilled hole locations in kit supplied parts.
- 75-F-11 06/09 Seat Structure
- 75-F-12 07/10 Forward Fuselage
 - 1. P/N 75F12-7 added, 20mm x 30mm x $t=0.025$ inch, L=450 angle bent 90 degrees.
 - 2. P/N: 75F12-2/1: part thickness increased to $t=0.025$ " for gross weight increase.
- 75-F-13 04/10 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 04/10 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 for gross weight increase, and holes locations dimensioned.
 3. P/N 75F14-1 revision changed to 1, side flanged welded to inboard side for gross weight increase requirements.
- 75-F-15 01/10 Cabin Frame
1. P/N 75F15-1: Spar Carry Through tube changed to 1-1/2inch x 0.058 inch 4130 to meet gross weight increase requirements, revision changed to 1.
- 75-F-16 04/10 Instrument Panel & Window Flashings
1. P/N 75F16-2 geometry corrected.
- 75-F-17 04/10 Windshield & Windows
1. P/N: 75F17-4 quantity required corrected to 2.
 2. P/N: 75F17-5 quantity required corrected to 2.
 3. P/N 75F17-4 revision changed to 1 to reflection dimensional change to window.
- 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 06/10 Rear Fuselage Assembly
1. P/N: 75F4-1 shortened to reflect actual part at the top of the drawing.
 2. P/N 75F4-8 position and riveting information added.
 3. Rivet information changed for P/N 75F4-7.
 4. Z channel at aft end of access hole in 75F1-1 extended to the 75F2-2.
- 75-FA-2 06/10 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.
 3. Geometry changed to match new revision of part 75F3-7 with new rivet line information added.
 4. P/N 75F3-9 added with rivet information.
 5. Bolt length information added.
 6. P/N 75F6-5 labeled.
 7. Rivets through 75F4-3 into 75F3-6 and 75F3-7 changed to A6 for added grip length.
- 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 07/10 Forward Fuselage
1. L angle removed from inboard of P/N 75F12-1 and 75F11-6.
 2. P/N 75F12-7 is riveted to L angles.
 3. P/N 75F13-7 location and rivet information added.
- 75-FA-5 06/10 Firewall Assembly
1. Bolt length information added.
- 75-FA-6 06/10 Forward Fuselage
1. Fairlead 75C4-2 added to the aft edge of 75F11-6 and is riveted with A4 pitch 40.
 2. Bolt length information added.
 3. P/N 75F14-1 geometry changed to reflect new revision.

4. Four L angles riveted to 75F16-2 evenly spaced between the longerons for gross weight increase.

75-FA-7 06/10 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 AN3-5A bolt to meet gross weight increase requirements.
4. P/N 75F10-2 last A5 rivet replaced with AN3-3A bolt to meet gross weight increase requirements.
5. P/N 75F14-3 top AN3 bolt through P/N 75F4-1 changed to AN4-5A to meet gross weight increase requirements.
6. Side view of P/Ns 75F3-6, 75F3-7, 75F4-3, and 75F4-4 added for clarification.
7. P/N 75F3-7 geometry changed to reflect new revision
8. P/N 75F3-9 added.
9. P/N 75F4-7 location and rivet information added.
10. P/N 75F4-8 location and rivet information added.
11. P/N 75F3-8 added to drawing, location specified and rivet information added.

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 06/10 Windshield & Windows Installation

1. P/N 75F6-7 added to drawing.
2. P/N 75F7-6 lengthened to 1440mm.
3. P/N 75F4-7 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 06/10 Flaperon Controls

1. P/N 75F6-7 added to drawing
2. P/N 75F7-6 lengthened to 1440mm.
3. Bolt length information added.

75-CA-2 06/10 Elevator Controls

1. P/N 75F5-1: changes to part reflected on drawing.
2. Bolt length information added.
3. Cable requirements specified, 7x19 x dia = 1/8" 2000lb tensile strength.

75-CA-3 06/10 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.
4. Bolt length information added.

5. Cable requirements specified, 7x19 x dia = 1/8" 2000lb tensile strength.

75-LX-1 07/09 Landing Gear Exploded View

1. Drawing added.

75-L-1 06/09 Nose Gear

75-L-2 05/09 Main Gear

75-LA-1 06/10 Nose Gear Assembly

1. Bolt length information added.

2. Hole locations dimensioned on 75L1-2 and 75L1-3.

75-LA-2 06/10 Main Gear

1. Bolt length information added.

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 06/10 Horizontal Stabilizer Mounting

1. Bolt length information added.

75-ZA-2 06/10 Rudder Mounting

1. Hole diameter in 75F3-1 and 75F3-2 corrected to 4.8mm and in 75R2-4 corrected to 6.4mm.

2. Bolt length information added.

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 06/10 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.

3. Bolt length information added.

4. "/" removed from location of AN42-14B and replaced with "L1=L2" with "note: Jury strut is mounted at half the strut span."

75-ZA-6 06/10 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 06/10 Control Deflections

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

2. Bolt length information added.

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

1. Drawing added.

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