

Tong Aircraft Services, Inc.

[REDACTED]
Fort Lauderdale, FL 33309
[REDACTED]

N 7409Y S/N: 30-470 HOBBS : TACH :2911.7 DATE: 11/1/2015

REMOVED L/H WING CENTER LEADING EDGE SKIN , REPLACED WITH NEW SKIN USING ALLUMINUM ALLOY ALCLAD 2024T3 .025" . REPAIRED L/H COWL FLAP SKIN. REMOVED AND REPLACED L/H TRAILING EDGE SKIN USING SAME SKIN THICKNEES AND SAME MATERIAL ALLUMINUM ALLOY ALCLAD 2024 T3 .020" . ALL WORK ACCOMPLISHED IN ACCORDANCE WITH PA30 MAINTENANCE MANUAL AND AC43.13/1B.

SOMSAK MOOLSIRI A&P [REDACTED]

- e. Align the latch cable clevis end (8) holes with the lower hole of the handle-plate assembly (6). Ascertain that the clevis pin will slip freely through these holes. Remove the pin and take in one turn if adjustment is with a cable that has been previously installed. Take in two turns if adjustment is with a new cable. Install the pin and safety. Check that tube (9) will rotate freely.
- f. Install door latch tube assembly (10) and pin, safety at the handle-plate assembly. Install cover (11) and secure.
- g. Install the latch tube clevis end to the lower latch assembly. Adjust the clevis to allow the inside handle to operate when the outside handle is moved in and out through its three positions. The outside handle should lock flush with its frame.
- h. Install door lock release tube (12) and spring (13). Adjust to allow the forward portion of the outside handle to move out finger width when the rearward portion is depressed.
- i. Check the operation of the latch handle and ascertain that the upper and lower latches (1 and 2) are fully extended when the door handle is in a locked position (full forward). The upper latch (1) is retracted when the lower latch is in closed position (neutral handle position, no force applied) and both latches are retracted when the handle is in open position (full rear).
- j. Ascertain that the flat portion of the door lock release tube (12) is 90 degrees to the flat of the latch plate (4).
- k. Lock all clevis rod ends and safety all pins. Install the door trim.

4-44. STRUCTURAL REPAIRS. Structural repair methods used must be made in accordance with recommendations set forth in FAA Advisory Circular 43-13-1. To assist in making repairs and/or replacements, Figure 4-9 identifies the type and thickness of various skin materials used. Never make a skin replacement or patch plate from material other than the type of the original skin or of a different thickness from the original skin. The repair must be as strong as the original skin. However, flexibility must be retained so the surrounding areas will not receive extra stress.

It may be necessary to cut access holes to make skin repairs in some areas of the airplane. Refer to Figure 4-10 for typical access holes.

WARNING

NO access holes are permitted in any control surface.

Structural repairs must be noted in the airplane logbook, with information as to type of repair. The logbook should be reviewed to determine that previous structural repairs, if any, to the control surfaces do not, where combined, exceed the maximum allowable weight or thickness limits.

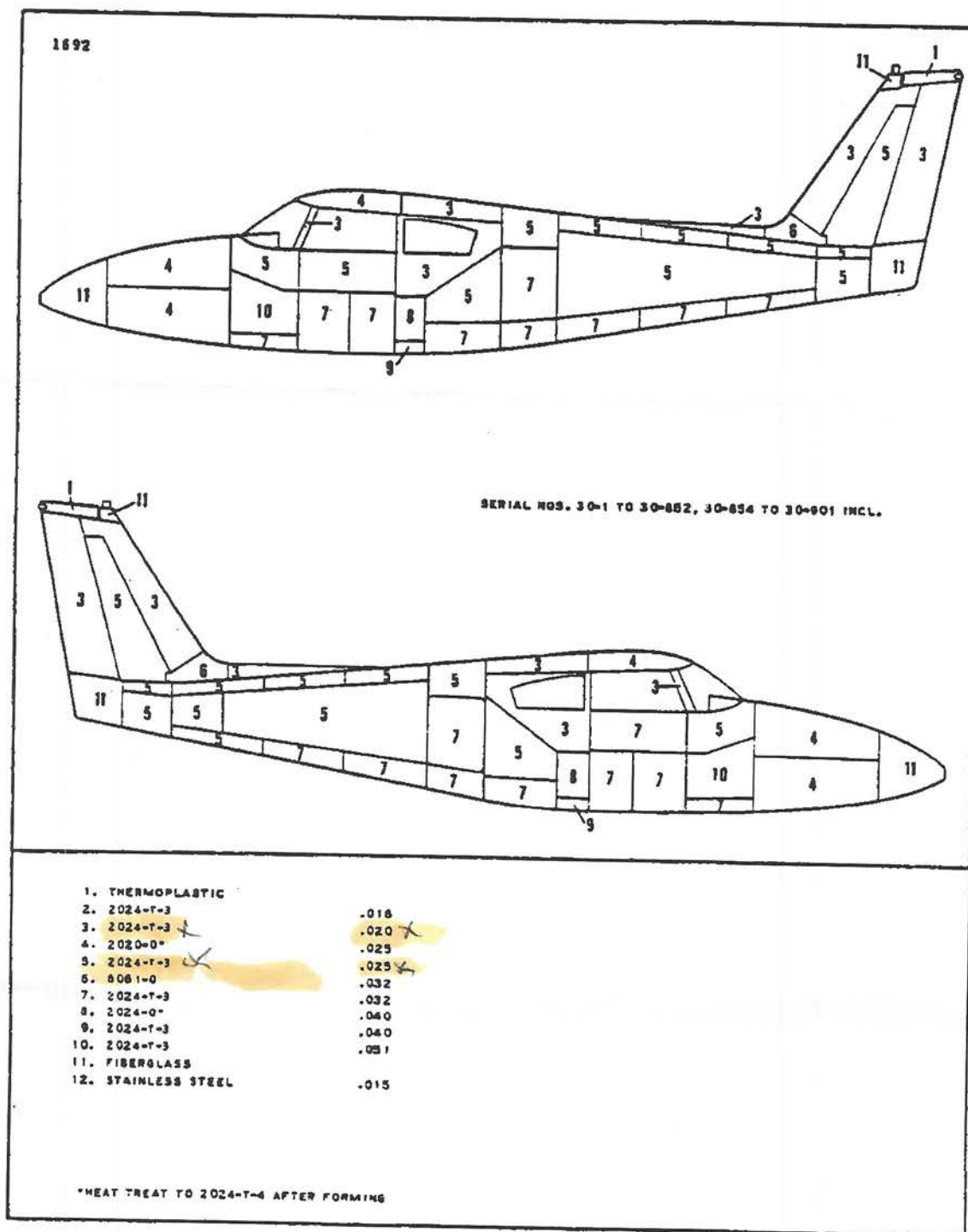


Figure 4-9. Skin Material and Thickness

STRUCTURES
Issued: 12/29/72

1722

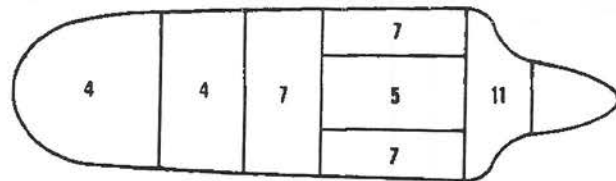
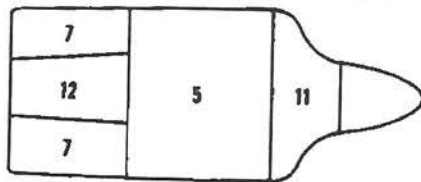
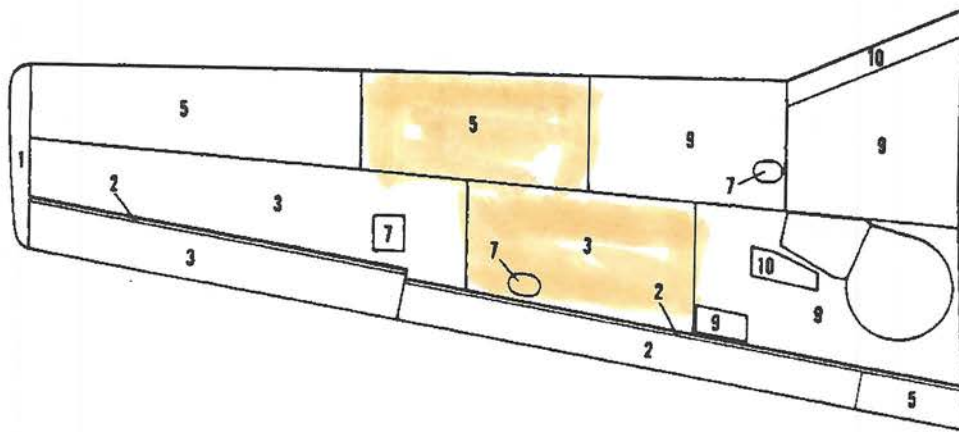
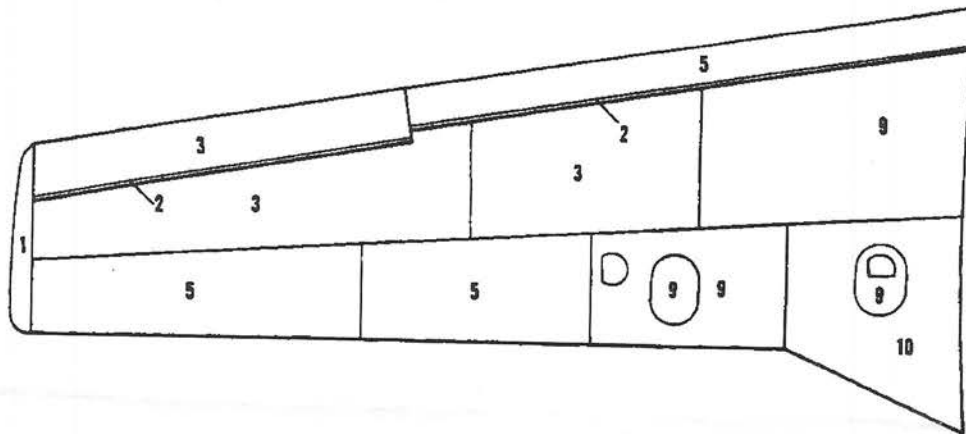


Figure 4-9. Skin Material and Thickness (cont.)