



## TECHNICAL BULLETIN

**407-07-78**

19 September 2007  
Revision B, 9 April 2024

**MODEL AFFECTED:** 407

**SUBJECT:** AFT FUSELAGE BULKHEAD AT FS 231.4,  
INSTALLATION OF.

**HELICOPTERS AFFECTED:** Serial numbers 53000 through 53900, 53911  
through 54166, 54300 through 54752, 54805 and  
subsequent.

**COMPLIANCE:** At customer's option.

### DESCRIPTION:

Bell had previously introduced an improved machined aft fuselage bulkhead 407-030-027-101 through the original release of this Technical Bulletin. This bulkhead was made of aluminum with thicker material in the bend radius for better fit and reliability. 407 serial numbers 53715 through 54752, 54805, 54806, 54809 through 54868 and 54872 through 54876 were delivered with the 407-030-027-101 bulkhead installed. This bulkhead can be used on all 407 model helicopters as a spare replacement and it is still the case.

Simultaneously to the publication of the Technical Bulletin 407-17-125, **Revision A** of this bulletin 407-07-78 includes the installation procedures of a new machined aft fuselage bulkhead 407-030-027-107, which has a reinforced (thicker) inside flange in the upper left area and is a spare replacement on all 407 model helicopters. 407 serial numbers 53989, 54807, 54808, 54869 through 54871, and 54877 and subsequent were/are delivered with the 407-030-027-107 bulkhead installed. **Revision B** of this bulletin 407-07-78 incorporates clarifications and modifications to the accomplishment instructions steps where the in-plane condition of the aft fuselage longerons is verified.

**Part I** of this bulletin provides instructions to remove the aft fuselage bulkhead. It gives the requirement and defines the limitations that will permit the use of a portable drill plate.

**Part II** of this bulletin provides instructions to install the new machined aft fuselage bulkhead using the existing pilot holes in the part. This is the preferred method and **Part III** is an alternate to this procedure.

**Part III** of this bulletin gives a procedure to install the new aft fuselage bulkhead when pilot holes in the new bulkhead do not match with the center of the bolt hole in the existing longeron/fitting. This is an alternate method to Part II.

**APPROVAL:**

The engineering design aspects of this bulletin are Transport Canada Civil Aviation (TCCA) approved.

**CONTACT INFO:**

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering  
Tel: 1-450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com

**MANPOWER:**

Approximately 12.0 man-hours are required to complete this bulletin. This estimate is based on hands-on time and may vary with personnel and facilities available.

**WARRANTY:**

There is no warranty credit applicable for parts or labor associated with this bulletin.

**MATERIAL:**

**Required Material:**

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>
407-030-027-101	Bulkhead	1 (6)
407-030-027-107	Bulkhead	1 (6)
100-145-6-6	Pin	2 (1)
30-277-6	Collar	2 (1)
NAS1149F0316P	Washer	A/R (1)
NAS1149F332P	Washer	A/R (1)
NAS1149F363P	Washer	A/R (1)
MS20426AD3	Rivet	14 (2)
MS20426AD4	Rivet	8 (2)
MS20426E4	Rivet	11 (2, 3)
MS20470AD4	Rivet	9 (2)

MS20470AD5	Rivet	2 (2)
M7885/2-4	Rivet blind	11 (2)
M7885/4-5	Rivet blind	18 (2)
M7885/9-4	Rivet blind	A/R (2, 3)
MS21075L3	Nutplate	7 (4)
MS21061L3	Nutplate	A/R (4)
NAS1785-3	Nutplate	A/R (4)

**NOTES:**

1. Use appropriate washer thickness to suit grip of pin 100-145-6-6.
2. Rivet length to be determined at installation.
3. M7885/9-4 blind rivet can be used as an alternate.
4. One MS21061L3 or NAS1785-3 can be used as alternate for MS21075L3 nutplate at one location only (Figure 1).
5. Aluminum material 2024T3 per QQ-A-250/4 or 6013T6 per AMS 4216, 12.5 (31.75 cm) X 1.3 inch (3.3 cm) is required to locally fabricate shim. Thickness will vary between 0.040 and 0.080 inch (1.02 to 2.03 mm).
6. Only one aft fuselage bulkhead is required to accomplish the intent of this bulletin.

**Consumable Material:**

The following material is required to accomplish this bulletin; however this material is considered consumable (bench stock) material and may not require ordering depending on the operators consumable material stock levels. This material may be obtained through your Bell Supply Center.

<b>Part Number</b>	<b><u>Nomenclature</u></b>	<b><u>Qty (Note)</u></b>	<b><u>Reference*</u></b>
2010-05988-00	Sealant	2.5 OZ (1)	C-251
2100-00061-00	Acetone	1 GAL (1, 2)	C-316
2230-00425-00	Epoxy Polyamide Primer	1 PT (1)	C-204
2100-00345-00	Chemical film	1 QT (1)	C-100

\* C-XXX numbers refer to the consumables list in the BHT-ALL-SPM, Standard Practices Manual

**NOTES:**

1. Quantity indicated is the format that the product is delivered in. Actual quantity required to accomplish the instructions in this bulletin may be less than what has been delivered.
2. As an alternate, use Methyl-Ethyl-Ketone 2110-06257-00 (C-309).

## **SPECIAL TOOLS:**

Tailboom attachment drill plate (locally manufactured) (Figure 3).  
Flange bushings and drill bushings (Figure 2).

## **WEIGHT AND BALANCE:**

Not affected.

## **ELECTRICAL LOAD DATA:**

Not affected.

## **REFERENCES:**

BHT-ALL-SPM, Standard Practice Manual, Chapters 3 and 4.  
Technical Bulletin 407-17-125

## **PUBLICATIONS AFFECTED:**

BHT-407-IPB, Illustrated Parts Breakdown, Chapter 53.

## **ACCOMPLISHMENT INSTRUCTIONS:**

### **Part I: Removal of aft fuselage bulkhead and verification of longeron/fittings**

1. At FS 231.4, remove the aft bulkhead (5) from the fuselage as follows:
  - a) Drill and remove rivets (14), rivets (13), and rivets (12) securing upper skin (10), and both upper longeron/fittings (Figure 1, View A, sheet 2 of 4).
  - b) Remove pins (16) securing both lower longeron/fittings.
  - c) Drill and remove rivets (15) securing left aft skin (11).
  - d) Drill and remove rivets (17) securing lower fairing (9).
  - e) Drill and remove rivets (19) securing web (8).
  - f) Drill and remove rivet (22) securing right angle support (4).
  - g) Drill and remove rivets (18) securing clips (1, 2, and 3) and angle support (4) to aft face of bulkhead (5).

-NOTE-

Solid shims may have been installed around circumference of bulkhead (5) to fill existing gap. Retain these shims for reinstallation.

- h) Separate bulkhead (5) from aft fuselage structure using a warm thin blade putty knife to release sealant. Remove and discard bulkhead (5) with shims (6).
2. If required, locally manufacture a drill plate to dimension shown (Figure 3).
  3. If an existing tailboom attachment drill plate is to be used, confirm the condition of the tailboom attachment drill plate prior to next step.
    - a) Verify that the flatness requirement is respected (Figure 3).
    - b) Verify that the dimensional and positional requirements of the tailboom attachment holes (qty 4) are respected (Figure 3).

**CAUTION**

When the aft fuselage bulkhead is removed, it is possible that the upper right longeron slightly moves outboard. This condition will require applying pressure on the upper right longeron assembly to align the fitting bolt hole with the drill plate hole.

4. Verify that the fuselage to tailboom attachment bolt pattern matches with the tailboom attachment drill plate. The bolt at each position should move freely without any binding or interference while the 3 others are still installed in the adjacent longeron assemblies.

-NOTE-

Maximum diameter allowed in service on upper longeron bolt hole is 0.453 inch (11.506 mm). Maximum diameter allowed in service on lower longeron bolt hole is 0.391 inch (9.931 mm).

- a) If bolt hole pattern matches the drill plate and each hole does not exceed maximum diameter, proceed to step 5.
- b) If any bolt hole does not match, contact Product Support Engineering for assistance.

**-NOTE-**

If the drill plate moves (wobble) in any direction by applying light hand pressure at each corner, it is an indication that the longeron fittings might be out of plane.

5. Verify that the four longerons/fittings are in plane within 0.002 inch (0.051 mm).

**CAUTION**

The tailboom attachment drill plate can be deformed if more than tare torque is applied to the tailboom attachment hardware. This condition can alter the in-plane gaps measurements.

**-NOTE-**

Four spacers of equivalent thickness (within 0.001 inch (0.025 mm)) are required between each tailboom attachment fitting and the drill plate to prevent interference with the aft fuselage skins.

- a) Position the tailboom attachment drill plate and spacers (4, Figure 2) against all four longerons/fittings and insert the tailboom attachment bolts with washers through each fitting. Install washers and nuts. Thread the nuts until they are just seated against the fitting.
- b) Verify that all longerons/fittings are in plane with each other within 0.002 inch (0.050 mm) using the drill plate as a reference. The measured gaps between the drill plate and the longerons/fittings shall be constant on the entire longeron/fitting aft face. Record values for subsequent verification. If a delta exceeding 0.002 inch (0.050 mm) is observed between any recorded gap values, please contact Product Support Engineering for further instructions.
- c) If longerons/fittings are in plane, proceed with Part II or Part III.
- d) If one longeron/fitting is not in plane, the affected longeron/fitting must be replaced using the tailboom attachment drill plate prior to installing the aft bulkhead.
- e) If more than one longerons/fittings are not in plane, contact Product Support Engineering for assistance

## Part II: Installation of a new machined aft fuselage bulkhead (preferred method)

-NOTE-

This procedure uses the existing 3/16 inch (4.76 mm) diameter pilot holes in the new machined bulkhead. Part III is an alternate to this procedure when pilot hole does not match with the center of hole in longeron/fitting and drill plate.

-NOTE-

Four spacers of equivalent thickness (within 0.001 inch (0.025 mm)) are required between each tailboom attachment fitting and the drill plate to prevent interference with the aft fuselage skins.

-NOTE-

Due to the left upper inside flange of bulkhead 407-030-027-107 being thicker, interference with original longeron may occur. As required, trim minimum material from longeron to clear aft bulkhead 407-030-027-107 added thickness of lower flange while ensuring 0.030 inch (0.762 mm) minimum gap is maintained between parts.

1. Install new aft bulkhead (5, Figure 2) into position. Attach drill plate (1) using bushings (12, 13, and 14) to aft fuselage at upper left and right fittings (6) (View A). Attach drill plate (1) using bushings (2, 3, and 10) at lower left and right fittings (9) (View B). Install bolts (7) and nuts (8), torque the nuts (8) to 50 inch-pounds (5.65 N-m) .
2. Measure gap between left aft skin (11, Figure 1) and bulkhead (5). Record value.
3. Fabricate shim (7) from 2024T3 or 6013T4 aluminum material to dimension shown (Figure 1) and thickness to the value recorded in step 2. Maximum shim thickness not to exceed 0.080 inch (2.032 mm). Taper as required to a minimum of 0.005 inch (0.127 mm).
4. Position shim on left of bulkhead and trim as required to obtain a gap of 0.030 to 0.060 inch (0.762 to 1.524 mm) to at each extremity.

-NOTE-

Do not install shims between aft face of longerons/fitings and bulkhead.

5. Verify there is no gap at any other location between the side flange of bulkhead and skins or longerons.
  - a. If gap exists, fabricate shim using aluminum 2024T3 material to fill gap and tapering as required to minimum 0.005 inch (0.127 mm). Maximum thickness of shim not to exceed 0.032 inch (0.813 mm) thick at any location.
  - b. Reinstall solid shims that were retained in Part I step 1 if same gap condition exists.
6. Do not drill holes for nutplates (20) and holes for rivets (19) at this time. Transfer all rivet holes from the aft fuselage to the bulkhead (5) and install Clecos.
7. Remove bolt (7), nut (8), and bushings (3 and 10) from the lower right fitting (9) (Figure 2). Drill by increasing size of drill bit until final ream of bulkhead (5) to 0.376 to 0.378 inch (9.550 to 9.601 mm) can be achieved. Install a 3/8 inch (9.52 mm) bolt and nut, and torque to 50 inch-pounds (5.65 N-m).
8. Repeat step 7 for lower left longeron/fitting.

-NOTE-

Do not accomplish step 9 at this point, if these instructions are used in conjunction with the retrofit of an aft fuselage longeron assembly 407-030-067-105 (TB 407-17-125).

9. Remove bolt (7), nut (8), and bushings (13 and 14) from the upper left fitting (6). Drill by increasing size of drill bit until final ream of bulkhead (5) to 0.4385 to 0.4405 inch (11.1379 to 11.1887 mm) can be achieved. Install a 7/16 inch (11.11 mm) bolt and nut, and torque to 50 inch-pounds (5.65 N-m).
10. Repeat step 9 for upper right longeron/fitting.
11. Temporarily install tailboom access door with screws on right side of fuselage. Locate holes from door for the nutplates (20). Drill holes 0.190 to 0.196 inch (4.8 to 5.0 mm). Remove access door.
12. Remove drill plate and Clecos. Remove aft bulkhead (5) and shim (7).



13. Fabricate a template using the old bulkhead by removing the side flange from the old bulkhead. Position template over the new bulkhead (5) using longeron bolt holes as locator. Transfer the rivets holes (19) in new bulkhead. Remove template.
14. Deburr all holes and clean with acetone (C-316). Apply chemical film (C-100) and primer (C-204) to all bare metal surfaces (BHT-ALL-SPM, Chapter 3 and 4).
15. Install the nutplates (20) with rivets (21) on right flange of bulkhead (5).
16. Apply sealant (C-251) to faying surface of shim (7), bulkhead (5), and left skin (11). Install shim (7) with new bulkhead (5) into position on aft fuselage with Clecos. Make sure not to apply any sealant between the longerons/fittings face and bulkhead (5).
17. Secure bulkhead (5) to longeron fittings with drill plate as shown (View D).
18. Secure aft bulkhead (5) with rivets (14, 15, and 17) as shown in (Figure 1, View A).
19. Remove drill plate from aft fuselage.
20. Verify that there is no gap exceeding 0.003 inch (0.076 mm) between the longerons/fittings faces and the aft fuselage bulkhead.
21. Clean with acetone (C-316). Apply chemical film (C-100) and primer (C-204) to all bare metal surfaces (BHT-ALL-SPM, Chapters 3 and 4).
22. Apply sealant (C-251) at each edge of skins. Allow sufficient time to cure.
23. Refinish paint as required (BHT-ALL-SPM, Chapter 4).
24. Make an entry in the helicopter logbook and historical service records indicating compliance with Part II of this Technical Bulletin.

### Part III: Installation of a new machined aft fuselage bulkhead (alternate method)

-NOTE-

This procedure does not use the existing 3/16 inch (4.76 mm) pilot holes in the new machined frame.

-NOTE-

Four spacers of equivalent thickness (within 0.001 inch (0.025 mm)) are required between each tailboom attachment fitting and the drill plate to prevent interference with the fuselage skins.

-NOTE-

Due to the left upper inside flange of bulkhead 407-030-027-107 being thicker, interference with original longeron may occur. As required, trim minimum material from longeron to clear aft bulkhead 407-030-027-107 added thickness of lower flange while ensuring 0.030 inch (0.762 mm) minimum gap is maintained between parts.

1. Hold new aft fuselage bulkhead (5, Figure 1) into position.
2. Measure gap between left aft skin (11) and bulkhead (5). Record value.
3. Fabricate shim (7) from 2024T3 or 6013T4 aluminum material to dimension shown (Figure 1) and thickness to the value recorded in step 2. Maximum shim thickness not to exceed 0.080 inch (2.032 mm). Taper as required to a minimum of 0.005 inch (0.127 mm).
4. Position shim on left side of bulkhead and trim as required to obtain a gap of 0.030 to 0.060 inch (0.762 to 1.526 mm) to at each extremity.

**CAUTION**

Do not damage bulkhead or longeron/fitting. Use protective material when securing with C-clamp.

5. Temporarily secure bulkhead (5) to each longeron/fitting with C-clamp.

6. Install flange bushing (10, Figure 2) in both lower longeron/fitting (Figure 2, View B). Backdrill 0.187 to 0.189 inch (4.75 to 4.80 mm) from longeron into the bulkhead (5). These holes are the new pilot holes.
7. Remove the bulkhead (5) from fuselage. On a bench, install bushings (2 and 3) in drill plate for the lower longeron/fitting holes. Attach bulkhead to drill plate using new pilot holes drilled in step 6 with 3/16 inch (4.76 mm) bolts and nuts. Torque to 50 inch-pounds (5.65 N-m). Secure bulkhead to drill plate with C-clamp around circumference.
8. Remove 3/16 inch (4.76 mm) bolt through lower right longeron/fitting hole and drill by increasing size of drill bit until final ream of bulkhead (5) to 0.376 to 0.378 inch (9.550 to 9.601 mm) can be achieved. Install a 3/8 inch (9.52 mm) bolt and nut, and torque to 50 inch-pounds (5.65 N-m).
9. Repeat step 8 for lower left longeron/fitting.

-NOTE-

Do not drill left upper longeron/fitting hole at this point, if these instructions are used in conjunction with the retrofit of an aft fuselage longeron assembly 407-030-067-105 (TB 407-17-125).

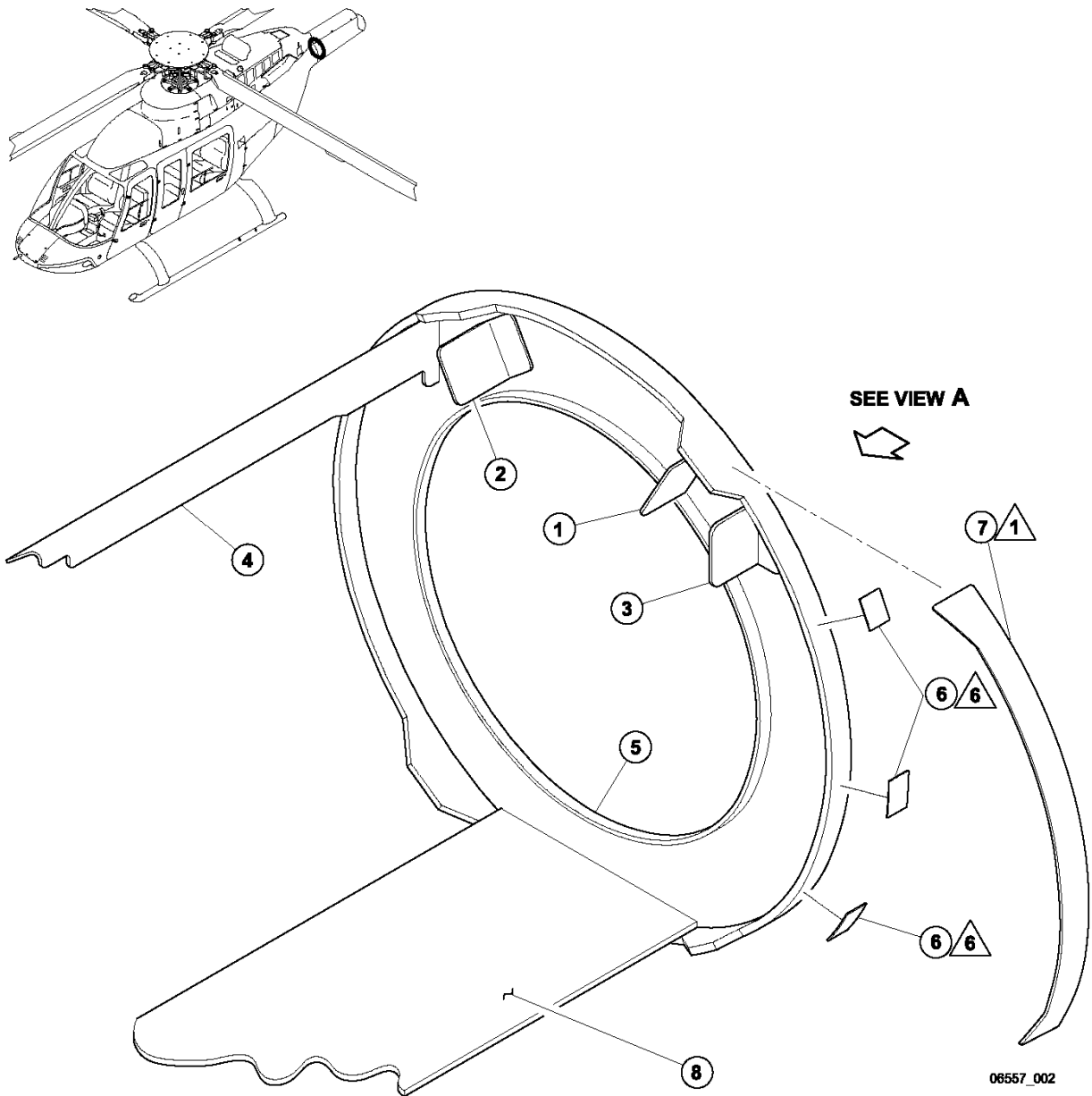
10. Drill both upper longeron/fitting holes by increasing size of drill bit until final ream of bulkhead (5) to 0.4385 to 0.4405 inch (11.1379 to 11.1887 mm) can be achieved.
11. Separate bulkhead from drill plate. Deburr holes and clean with acetone (C-316). Apply chemical film (C-100) and primer (C-204) to all bare metal surfaces (BHT-ALL-SPM, Chapters 3 and 4).
12. Position bulkhead on aft fuselage. Install drill plate with full size nut, bolt and washer (15) (Figure 2, View D). Torque nuts to 50 inch-pounds (5.65 N-m).

-NOTE-

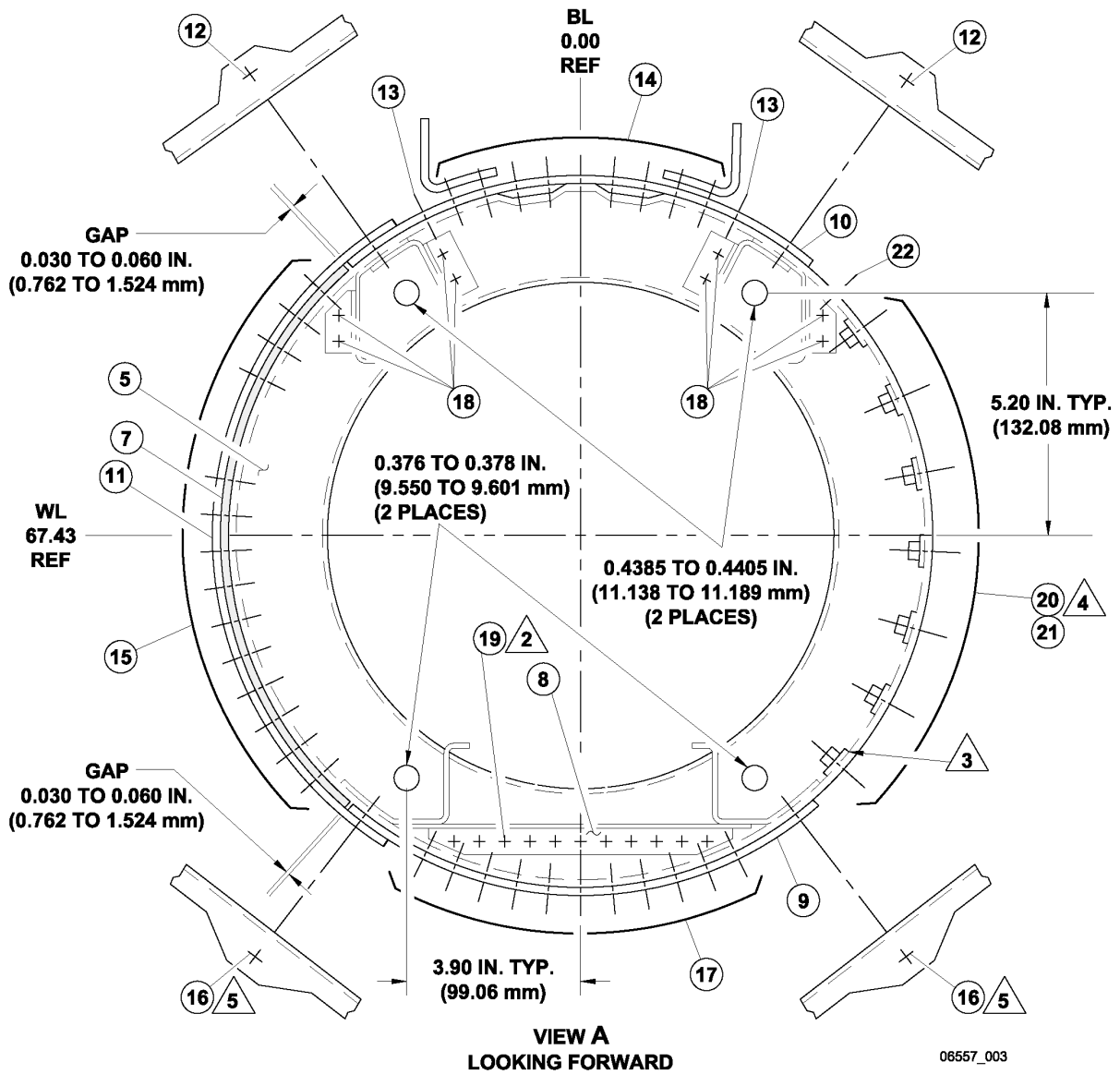
Do not install shims between aft face of longeron/fitting and bulkhead.

13. Verify there is no gap at any other location between the side flange of aft bulkhead and skins or longerons.
  - a. If gap exists, fabricate shim using aluminum 2024T3 material to fill gap and tapering as required to minimum 0.005 inch (0.127 mm). Maximum thickness of shim not to exceed 0.032 inch (0.813 mm) at any location.
  - b. Install shims that were retained in Part I step 1 if same gap condition exists.
14. Do not drill holes for nutplates (20, Figure 1) and holes for rivet (19) at this time. Transfer all rivet holes from the aft fuselage to the bulkhead (5) and install Clecos.
15. Temporarily install tailboom access door with screws on right side of fuselage. Locate holes from door for the nutplates (20). Drill holes 0.190 to 0.196 inch (4.8 to 5.0 mm). Remove access door.
16. Remove drill plate and Clecos. Remove aft bulkhead (5) and shim (7).
17. Fabricate a template using the old bulkhead by removing the side flange from the old bulkhead. Position template over the new bulkhead (5) using longeron bolt holes as locator. Transfer the rivets holes (19) in new bulkhead. Remove template.
18. Deburr all holes and clean with acetone (C-316). Apply chemical film (C-100) and primer (C-204) to all bare metal surfaces (BHT-ALL-SPM, Chapters 3 and 4).
19. Install the nutplates (20) with rivets (21) on right flange of bulkhead (5).
20. Apply sealant (C-251) to faying surface of shim (7), bulkhead (5), and left skin (11). Install shim (7) with new bulkhead (5) into position on aft fuselage with Clecos. Make sure not to apply any sealant between the longerons/ fittings face and bulkhead (5).
21. Secure bulkhead (5) to longeron fitting with drill plate as shown (View D).
22. Secure aft bulkhead (5) with rivets as shown in (Figure 1, View A).
23. Remove drill plate from aft fuselage.
24. Verify that there is no gap exceeding 0.003 inch (0.076 mm) between the longerons/ fittings faces and the aft fuselage bulkhead.

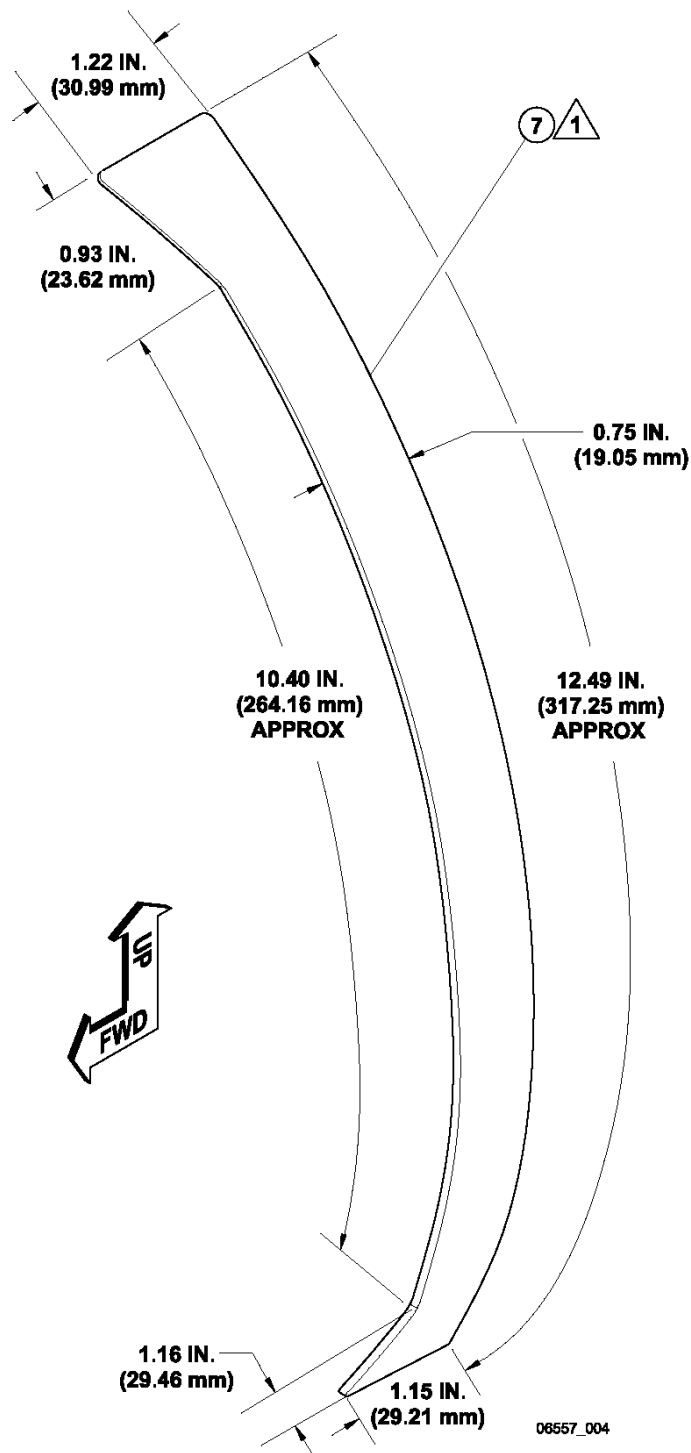
25. Clean with acetone (C-316). Apply chemical film (C-100) and primer (C-204) to all bare metal surfaces (BHT-ALL-SPM, Chapters 3 and 4).
26. Apply sealant (C-251) at each edge of skins. Allow sufficient time to cure.
27. Paint as required (BHT-ALL-SPM, Chapter 4).
28. Make an entry in the helicopter logbook and historical service records indicating compliance with Part III of this Technical Bulletin.



**Figure 1 - Installation of Aft Fuselage Bulkhead (sheet 1 of 4)**



**Figure 1- Installation of Aft Fuselage Bulkhead (sheet 2 of 4)**



**Figure 1 - Installation of Aft Fuselage Bulkhead (sheet 3 of 4)**



1. Clip L/H inboard (ref)
2. Clip R/H inboard (ref)
3. Clip L/H outboard (ref)
4. Angle support (ref)
5. Frame 407-030-027-101 / -107
6. Shim (ref)
7. Shim
8. Web
9. Lower fairing
10. Top skin
11. L/H skin
12. Rivet M7885/4-5
13. Rivet MS20470AD5
14. Rivet MS20470AD4
15. Rivet M7885/4-5
16. Pin 100-145-6-6  
Collar 30-277-6  
Washer NAS1149F0316P  
Washer NAS1149F0332P  
Washer NAS1149F0363P
17. Rivet M7885/2-4
18. Rivet MS20426AD4
19. Rivet MS20426E4
20. Nutplate MS21075L3
21. Rivet MS20426AD3
22. Rivet MS20426AD4

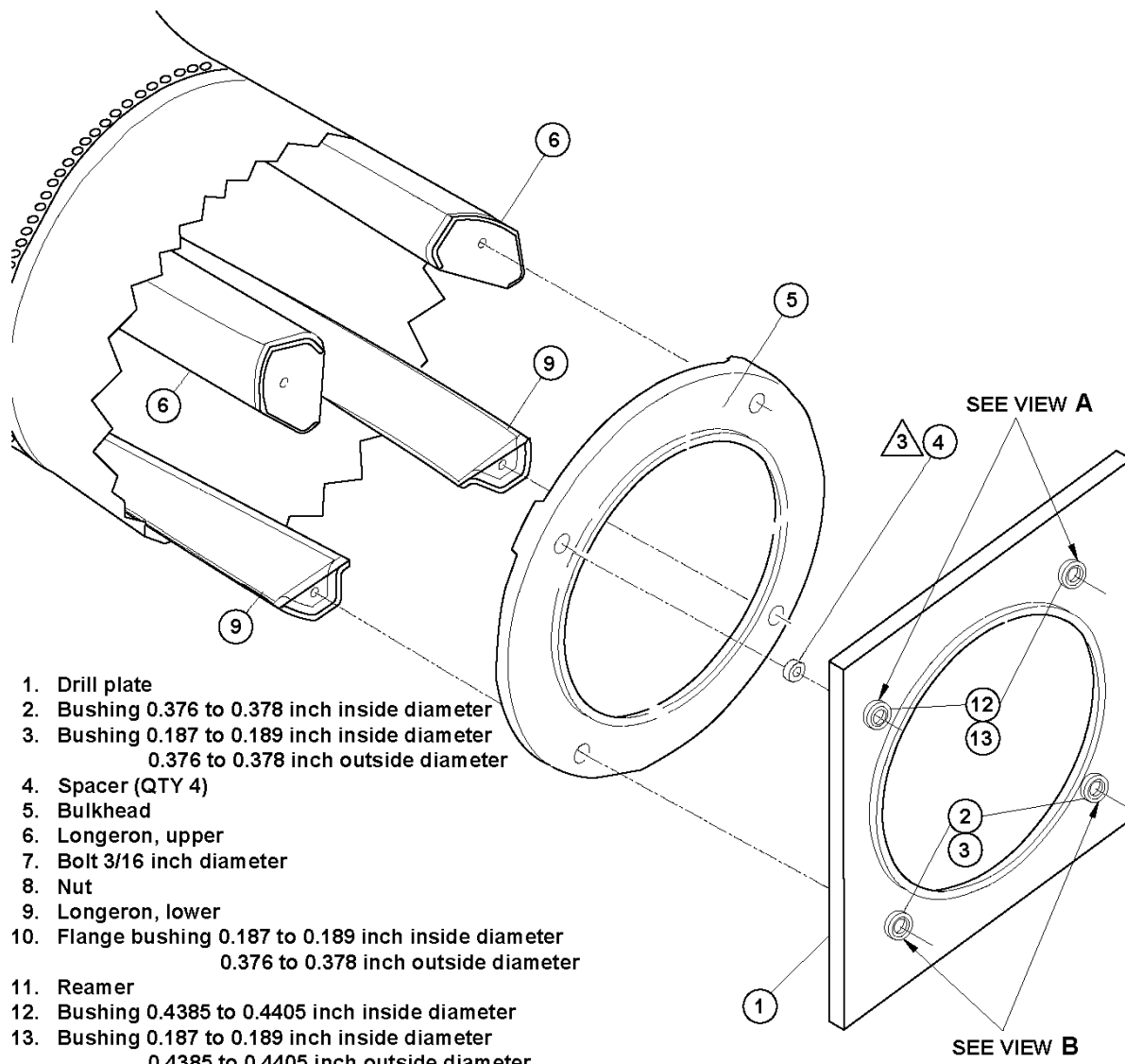
5

## NOTES

- 1 Fill gap between L/H skin and frame with shim manufactured from 2024T3 or 6013T4 aluminum material. Maximum shim thickness not to exceed 0.080 inches thick (2.032 mm). Trim as required to match contour of frame and obtain 0.030 to 0.060 inch gap (0.762 to 1.524 mm) at each end. Taper shim as required to a minimum of 0.005 inches and install in sealant (C-392).
- 2 As an alternate, blind rivet M7885/9-4 can be installed in lieu of MS20426E4.
- 3 MS21061L3 or NAS1789-3 nutplates may be used as alternate for MS21075L3 at this location only.
- 4 Hole size for nutplate is 0.190 to 0.196 (4.8 to 5.0 mm) in frame to match access door.
- 5 Use appropriate washer thickness to suit grip of pin.
- 6 Remove and discard existing shims.

06557\_005\_c01

## Figure 1 - Installation of Aft Fuselage Bulkhead (sheet 4 of 4)



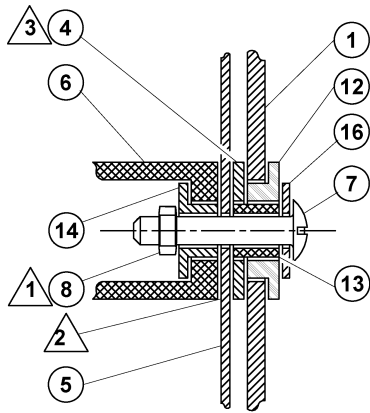
- 1. Drill plate
- 2. Bushing 0.376 to 0.378 inch inside diameter
- 3. Bushing 0.187 to 0.189 inch inside diameter  
0.376 to 0.378 inch outside diameter
- 4. Spacer (QTY 4)
- 5. Bulkhead
- 6. Longeron, upper
- 7. Bolt 3/16 inch diameter
- 8. Nut
- 9. Longeron, lower
- 10. Flange bushing 0.187 to 0.189 inch inside diameter  
0.376 to 0.378 inch outside diameter
- 11. Reamer
- 12. Bushing 0.4385 to 0.4405 inch inside diameter
- 13. Bushing 0.187 to 0.189 inch inside diameter  
0.4385 to 0.4405 inch outside diameter
- 14. Flange bushing 0.187 to 0.189 inch inside diameter  
0.4385 to 0.4405 inch outside diameter
- 15. Bolt, nut, and washer, full size
- 16. Washer

**NOTES**

- 1 Torque 50 inch-pounds at four locations.
- 2 Verify that there is no gap between longeron and bulkhead.
- 3 A quantity of four spacers of the same thickness within 0.001 inch must be used to clear interference between drill plate and aft fuselage skin.

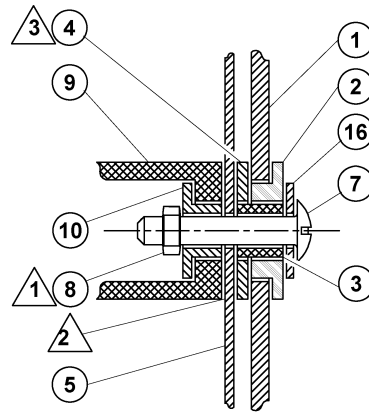
06557\_006

**Figure 2 - Installation of Drill Plate (sheet 1 of 2)**



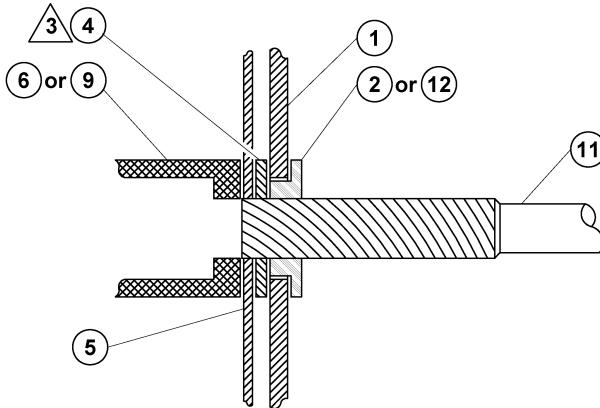
**VIEW A - UPPER LONGERON**

TYPICAL INSTALLATION FOR UPPER LONGERON. FULL SIZE HOLE IN LONGERON AND PILOT HOLE OF 3/16" IN BULKHEAD.



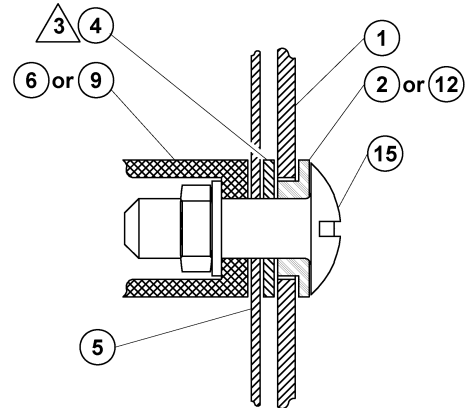
**VIEW B - LOWER LONGERON**

TYPICAL INSTALLATION FOR LOWER LONGERON. FULL SIZE HOLE IN LONGERON AND PILOT HOLE OF 3/16" IN BULKHEAD.



**VIEW C**

TYPICAL INSTALLATION TO DRILL FULL SIZE THROUGH BULKHEAD

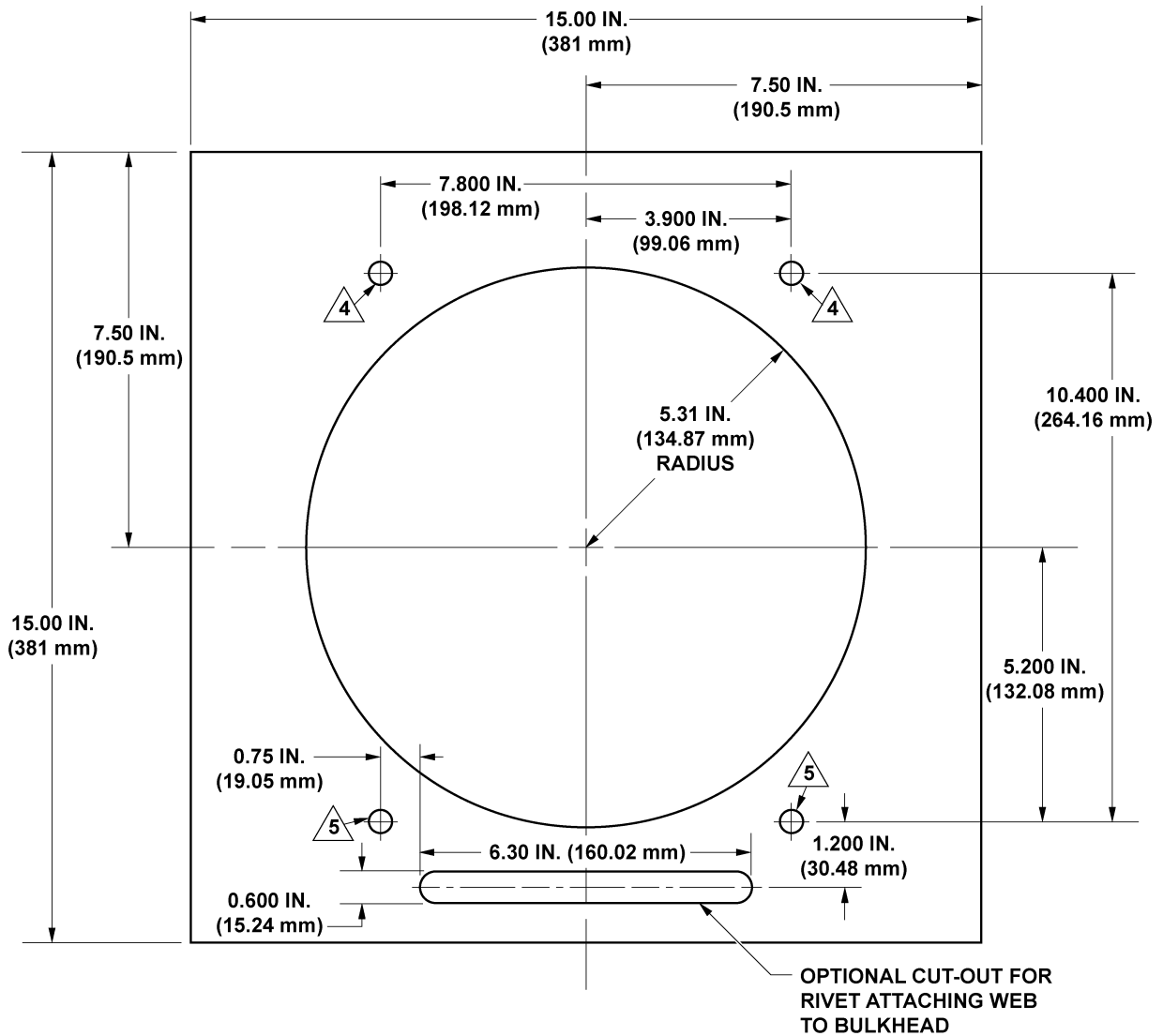


**VIEW D**

TYPICAL INSTALLATION OF FULL SIZE HOLE IN BULKHEAD AND LONGERON FITTING

06557\_007

**Figure 2 - Installation of Drill Plate (sheet 2 of 2)**



### NOTES

1. Make from 0.50 Aluminum plate-surface flat within  $\pm 0.001$  inch (0.0254 mm).
2. Install drill bushings in four holes for extended plate life.
3. Tolerance (in inches) .XXX =  $\pm 0.003$ , .XX =  $\pm 0.01$ , except as noted.
- ④ Drill and ream perpendicular to surface 0.4385 to 0.4405 inch (11.138 to 11.189 mm).
- ⑤ Drill and ream perpendicular to surface 0.3760 to 0.3780 inch (9.550 to 9.601 mm).

06557\_008

**Figure 3 - Fabrication of Aft Fuselage/Tailboom Attachment Drill Plate**