



NOTES

1. The entire elevator spar tube is a critical fatigue area. The area where the elevator attaches to the horn and the radii adjacent to the rib lands are especially critical because these are the points where loads are transferred to the spar. If an elevator sustains damage, the elevator skin must be removed for inspection of the spar prior to repair of the internal damage.

LIMITS - REPAIRABLE DAMAGE. Scratch and scoring damage is limited to 0.005 inch (0.127 mm) depth after clean-up with 400 grit or smoother abrasive paper to a polished smooth surface. Scratch and scoring damage is further limited as follows: 0.50 inch (12.7 mm) radially. 1.00 inch (25.4 mm) longitudinally. No dents which result in visible tube wall depressions are permitted. The allowable limit on pit corrosion is 10% of wall thickness. No corrosion is permitted after clean-up.

2. Apply two coats of epoxy polyamide primer (C-204) to spar in clean-up areas and a light coat of super koropon primer (C-202) or epoxy polyamide primer (C-204) to portion of spar which fits inside horn.

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Figure 67-19. Elevator Spar Damage