

immediately according to the following steps.

- a. Remove stabilizer.
- b. Remove cracked frame by removing top fuselage skin section and rivets securing shelf and skin to frame.
- c. Carefully strip off angles and doublers from old frame and attach to new frame.

NOTE

Do not notch new frame to receive top stringers.

- d. Cut top stringers forward and aft of frame location (see Figure 3).

CAUTION

Do not damage fuselage skin when cutting stringers.

- e. Install new frame in fuselage and attach skin. Where rivets do not properly fill holes use next larger size rivet.
- f. Secure top stringers forward of frame by adding angle brackets of .040 24st Alclad using AD-4 rivets (see Figures 3 and 4).
- g. Install gusset patches of .125 24ST Alclad as indicated in step c, paragraph 2.

NOTE

An equivalent frame repair that will provide a continuous bulkhead flange, installed in accordance with the general requirements of C.A.M. 18, with notched stringers as shown in Figures 3 and 4, and gusset patch installed in accordance with Figure 2 will be accepted as an alternate for a new frame. All alternate repairs must be submitted to C.A.A. Airframe Engineering office for approval prior to installation.

- h. Reinstall stabilizer

- 4. It is understood that C.A.A. is issuing an Airworthiness Directive covering this subject.