

DOCKET No.: SA-521
EXHIBIT No. 7E

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT IV: Douglas SB No. 27-262

DC-8**SERVICE BULLETIN****REVISION TRANSMITTAL SHEET**

Bulletin 27-262

FLIGHT CONTROLS - Elevator And Tab - Modify Elevator Geared Tab Mechanism.

This page transmits Revision 2 for DC-8 Service Bulletin 27-262 to incorporate the following changes:

NOTE: Discard only those pages of previously issued bulletin which are affected by this revision and replace with attached pages.

Reason for Revision: To expand weight and balance procedure of elevators when installing new crank assemblies for Option I to aid operators when performing this modification. No additional work is required by this revision.

- Page 3: Changed availability of parts to approximately 60 days, was 300.
- Page 4: Revised Weight and Balance information for Options I and II.
- Page 6: Revised step 20 to provide weight and balance instructions when new 3802767-1 and/or 3802768-1 crank assemblies are installed.

Revision Sequence

Original Date	July 15/77
Revision 1	February 28/78
Revision 2	June 12/78

HDW
JFT

July 15/77

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Revision 2 June 12/78

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DC-8

3855 Lakewood Boulevard
Long Beach, California 90801

BULLETIN 27-262

SERVICE BULLETIN

FLIGHT CONTROLS - Elevator And Tab - Modify Elevator Geared Tab Mechanism.

NOTE

This Service Bulletin provides additional information relative to DC-8 Alert Service Bulletin A27-262.

Option II provides modification instructions to accomplish the majority of the work outlined in Option I without removal of left or right elevator.

1. Planning Information:A. Effectivity:(1) Aircraft Affected:

All Model DC-8 Series aircraft.

(2) Spares Affected:Spare Part No.

2710493-501 or -503
4710541
4710542
5644420-(Any Configuration)
5655694-73
5655694-75

Key Word

Link
Crank Assembly
Arm Assembly
Elevator Assembly
Cover
Cover

B. Reason:

One operator reported one instance that during takeoff, at approximately 80 knots, the aircraft became uncontrollable in a nose-up direction resulting in an aborted takeoff. Investigation revealed that the left elevator inboard and outboard geared tab drive crank assemblies had failed. Further, it was noted that the elevator gust lock crank assembly had failed. It is suspected that failure of the geared tab crank assemblies occurred when the aircraft was parked in high gusty winds with the gust lock not engaged.

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Replacing the existing aluminum geared tab crank assemblies with forged stainless steel crank assemblies and improving the crank assembly clearance will minimize the possibility of crank failure when the aircraft is parked in high gusty wind.

C. Description:

This modification accomplishes the following:

Option I

- (1) Improves crank assembly clearance by modifying the elevator leading edge cutouts and covers.
- (2) Modifies and reidentifies elevator geared tab link.
- (3) At operator's convenience, replaces the left and right elevator inboard and outboard geared tab drive crank and arm assemblies.

Option II

- (1) Improves crank assembly clearance by modifying the elevator leading edge cutouts and covers.
- (2) Modifies and reidentifies elevator geared tab link.

D. Compliance:

Option I

It is recommended the modification to provide clearance be accomplished within 12 months from issue date of this Service Bulletin.

It is recommended elevator geared tab crank and arm assembly replacement be accomplished at the operator's convenience.

Option II

It is recommended the modification to provide clearance be accomplished within 12 months from issue date of this Service Bulletin.

E. Approval:

This Service Bulletin is FAA approved.

F. Manpower:

This modification may be accomplished in the following approximate man-hours or elapsed hours per elevator.

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<u>Work Phases</u>	<u>Man-Hours</u>	
	<u>I</u>	<u>II</u>
Gain Access	.7	.7
Removal	1.5	
Modify (Aircraft)	9.8	7.6
Install	1.8	
Close Up	<u>.7</u>	<u>.7</u>
Total Man-Hours	14.5	9.0
Total Elapsed Hours	6.8	4.5

NOTE: This Service Bulletin assumes that the aircraft/unit has been placed in a maintenance status. The man-hour/elapsed time estimates do not include:

1. Preparation for the modification: Examples; defueling, purging, placing work stands, opening standard access doors, obtaining tools, and jacking when jacking is not essential to the modification.
2. Nonproductive elapsed time: Examples; sealant or adhesive cure time, cleaning, paint drying time, lunch and/or rest periods, and quality assurance inspections.
3. Administrative functions: Examples; planning, engineering liaison, parts requisition, shift change coordination, and report writing.

Operators should take the above into consideration when scheduling this modification.

G. Material - Cost and Availability:

(1) Aircraft:

Parts required to accomplish this modification are listed in paragraph 3.A and are to be procured as indicated. Parts with unit net prices are proprietary parts and must be purchased as end item spares from the Douglas Aircraft Company under the spare parts article of the purchase agreement. Unit net prices are subject to change by current pricing policies. Parts will be available in approximately 60 days after receipt of purchase order.

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The purchase order must specify this Service Bulletin number and only parts listed herein. Direct purchase order to:

Douglas Aircraft Company
 P.O. Box 1771
 Long Beach, California 90801
 Attn: Parts Sales - Commercial 7-21
 (Service Bulletin 27-262)

(2) Spares:

Parts required for modification and/or replacement of spares is the same as indicated in paragraph 1.G.(1).

H. Tooling - Price and Availability:

None.

I. Weight and Balance:

Option I

Installation of new 3802767-1 and/or 3802768-1 crank assemblies will change weight of each elevator approximately 1 pound. Elevators may be rebalanced and balance weights removed to compensate for added weight of new crank assemblies.

Option II

None.

J. References:

- (1) DC-8 Service Bulletin A27-262.
- (2) Airworthiness Directive No. 78-01-15: Amendment 39-3118, dated February 13, 1978.
- (3) Data used in preparation of this Service Bulletin:

<u>Data Identification</u>	<u>Change</u>	<u>Type of Data</u>
MM Chapter 27		Maintenance Manual
SRM Chapter 51		Structural Repair Manual
5802769	A	Service Rework Drawing

K. Publications Affected:

The modification outlined in this Service Bulletin affects the following DAC DC-8 aircraft publications.

<u>Publication</u>	<u>Chapter and/or Section</u>
Illustrated Parts Catalog	27-30
Overhaul Manual	27-16
Weight and Balance Charts	

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2. Accomplishment Instructions:

WARNING: TO AVOID INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, MAKE CERTAIN ADEQUATE PRECAUTIONS ARE TAKEN WHILE PERFORMING ANY WORK IF ELECTRICAL POWER IS APPLIED TO THE AIRCRAFT.

CAUTION: ELECTRICALLY GROUND THE AIRCRAFT.

GENERAL NOTE: Instructions are typical for left and right elevators.

Apply alodine solution and FR primer to bare metal after modification.

Install new 3802767-1 and 3802768-1 crank assemblies or reinstall existing 4710541 crank assembly and 4710542 arm assembly. Operator should verify existing crank and arm assemblies are serviceable before reinstallation.

Chapters within parentheses refer to sections of the Maintenance Manual (MM) and Structural Repair Manual (SRM).

Option I

Modify elevator geared tab mechanism as shown on Figure 1.

NOTE: In lieu of modifying existing YS156A rod end, as shown on Figure 1, the operator may purchase SMD5-5E1-502 rod end from:

Rexnord Incorporated
Bearing Division
2400 Curtiss Street
Downers Grove, Illinois 60515

Option II

Modify elevator geared tab mechanism as shown on Figure 2.

NOTE: In lieu of modifying existing YS156A rod end, as shown on Figure 2, the operator may purchase SMD5-5E1-502 rod end from:

Rexnord Incorporated
Bearing Division
2400 Curtiss Street
Downers Grove, Illinois 60515

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OPTION I

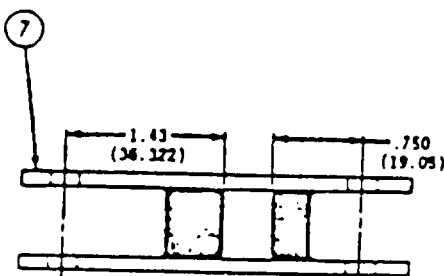
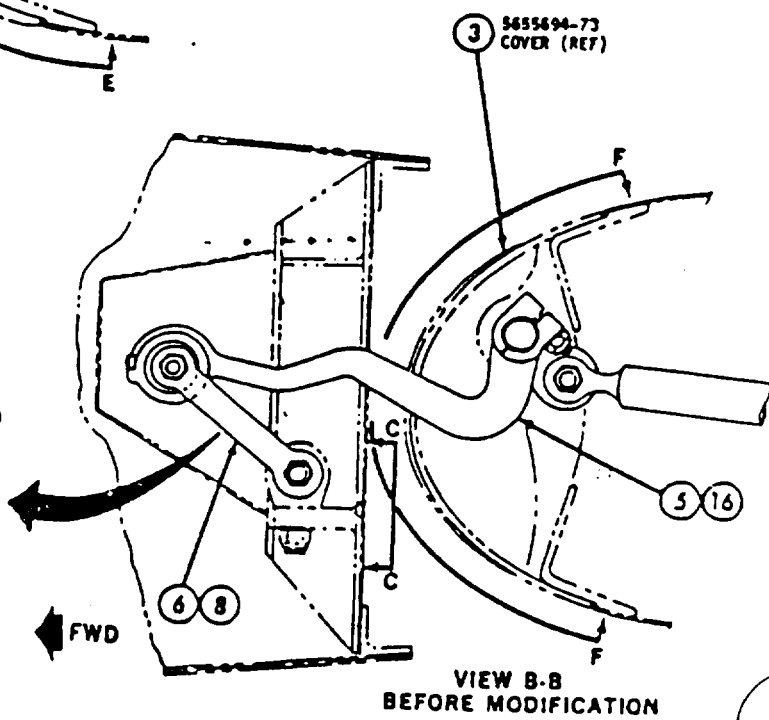
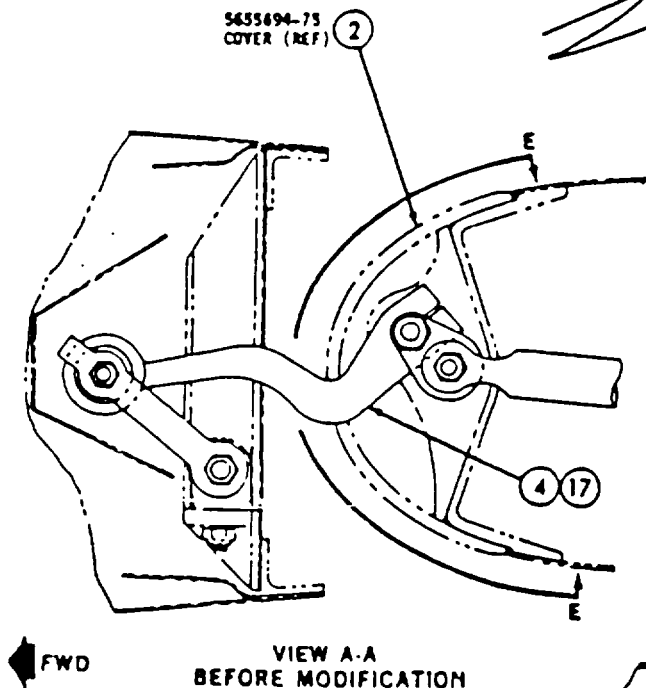
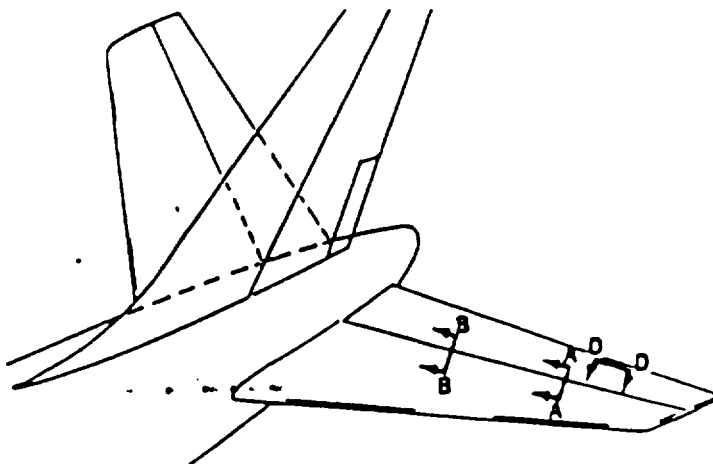
NOTE: OPERATORS WHO HAVE ACCOMPLISHED OPTION II MAY COMPLY WITH THE REQUIREMENTS OF OPTION I BY PERFORMING WORK STEPS 1, 4, 5, 10, 16, 17, AND 20 THROUGH 23.

- ① (NOT SHOWN) REMOVE AND RETAIN ELEVATOR AND ATTACHING PARTS. (SEE MM CHAPTER 27-30-1, PARAGRAPH ENTITLED "REMOVAL/INSTALLATION ELEVATOR.")
- ② REMOVE AND RETAIN 5655694-75 COVER AND ATTACHING PARTS AT STATION X=192.250. (SEE VIEW A-A.)
- ③ REMOVE AND RETAIN 5655694-73 COVER AND ATTACHING PARTS AT STATION X=112.188. (SEE VIEW B-B.)
- ④ REMOVE AND RETAIN 4710542 ARM ASSEMBLY AND ATTACHING PARTS. (SEE VIEW A-A.)
- ⑤ REMOVE AND RETAIN 4710541 CRANK ASSEMBLY AND ATTACHING PARTS. (SEE VIEW B-B.)
- ⑥ REMOVE AND RETAIN 2710493-501 OR -503 LINK AND ALL ATTACHING PARTS, EXCEPT MS24665-151 COTTER PIN.
- ⑦ MODIFY LINK BY REMOVING MATERIAL AS SHOWN. REIDENTIFY AS 2710493-505 PER OPERATOR'S SHOP PRACTICE.
- ⑧ INSTALL MODIFIED AND REIDENTIFIED 2710493-505 LINK USING RETAINED ATTACHING PARTS AND NEW MS24665-151 COTTER PIN.
- ⑨ CHAMFER FITTING AT STATION X=112.188 AS SHOWN. (SEE VIEW C-C.)
- ⑩ ENLARGE CUTOUT IN ELEVATOR FORWARD SPAR AT STATION X=221.000 TO DIMENSIONS SHOWN. (SEE VIEW D-D.)
- ⑪ ENLARGE CUTOUT IN RETAINED 5655694-75 COVER TO DIMENSIONS SHOWN. REIDENTIFY MODIFIED COVER AS 5802769-7 PER OPERATOR'S SHOP PRACTICE. (SEE VIEW E-E.)
- ⑫ ENLARGE CUTOUT IN SKIN AT STATION X=192.250 TO DIMENSIONS SHOWN.
- ⑬ FABRICATE 5802769-3 AND -5 COVERS FROM RETAINED 5655694-73 COVER AS SHOWN. IDENTIFY COVERS AS 5802769-3 AND -5 PER OPERATOR'S SHOP PRACTICE. (SEE VIEW F-F.)
- ⑭ REMOVE AND RETAIN TWO MS21059L3 PLATE NUTS AND ENLARGE CUTOUT IN SKIN AT STATION X=112.138 TO DIMENSIONS SHOWN.
- ⑮ INSTALL TWO RETAINED MS21059L3 PLATE NUTS AS FOLLOWS:
 - a. DRILL A NO. 10 HOLE AT DIMENSIONS SHOWN.
 - b. POSITION PLATE NUT OVER NO. 10 HOLE AND DRILL TWO NO. 40 HOLES USING EXISTING HOLES IN PLATE NUT AS GUIDES.
 - c. COUNTERSINK NO. 40 HOLES 100° X .165-INCH DIAMETER (4.191) NEAR SIDE.
 - d. INSTALL PLATE NUT USING TWO MS20426A03-4 RIVETS.
- ⑯ REINSTALL 4710541 CRANK ASSEMBLY OR INSTALL NEW 3802767-1 CRANK ASSEMBLY, USING RETAINED ATTACHING PARTS. (SEE VIEW B-B.)
- ⑰ REINSTALL 4710542 ARM ASSEMBLY OR INSTALL NEW 3802768-1 CRANK ASSEMBLY, USING RETAINED ATTACHING PARTS. (SEE VIEW A-A.)
- ⑱ INSTALL MODIFIED AND REIDENTIFIED 5802769-7 COVER USING RETAINED ATTACHING PARTS. (SEE VIEW E-E.)
- ⑲ INSTALL 5802759-3 AND -5 COVERS USING RETAINED ATTACHING PARTS. (SEE VIEW F-F.)
- ⑳ (NOT SHOWN) INSTALLATION OF NEW 3802767-1 AND/OR 3802768-1 CRANK ASSEMBLIES WILL CHANGE WEIGHT OF EACH ELEVATOR APPROXIMATELY 1 POUND. ELEVATORS MAY BE REBALANCED AND BALANCE WEIGHTS REMOVED TO COMPENSATE FOR ADDED WEIGHT OF NEW CRANK ASSEMBLIES.
- ㉑ (NOT SHOWN) INSTALL MODIFIED ELEVATOR USING RETAINED ATTACHING PARTS. (SEE MM CHAPTER 27-30-1, PARAGRAPH ENTITLED "REMOVAL/INSTALLATION ELEVATOR.") REIDENTIFICATION OF MODIFIED ELEVATOR IS AT OPERATOR'S OPTION.
- ㉒ PERFORM CLEARANCE CHECK, AT APPROXIMATE POSITIONS NOTED, AS SHOWN. SLOWLY MOVE ELEVATOR THROUGH FULL RANGE OF TRAVEL AND VERIFY SPECIFIED MINIMUM CLEARANCE EXISTS. (SEE VIEWS A-A AND B-B, AFTER MODIFICATION.)
- ㉓ MODIFY ROD END AS SHOWN TO OBTAIN MINIMUM CLEARANCE AS REQUIRED.

ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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NOTE: UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. METRIC SYSTEM EQUIVALENTS SHOWN IN PARENTHESES ARE IN MILLIMETERS.	
TOLERANCES	
ANGLES	± 1/2° - ± 1/4° 30'
FRACTIONS	± 1/32 (0.792)
3 PLACE DECIMAL	± .015 (0.381)
2 PLACE DECIMAL	± .03 (0.762)



NOTE: LINKS MAY HAVE BEEN MODIFIED BY DC-8 SERVICE BULLETIN 27-155 OR PRODUCTION EQUIVALENT. OPERATORS SHOULD VERIFY THAT ALL LINKS CONFORM TO DIMENSIONS SHOWN.

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ELEVATOR GEARED TAB MECHANISM - MODIFICATION

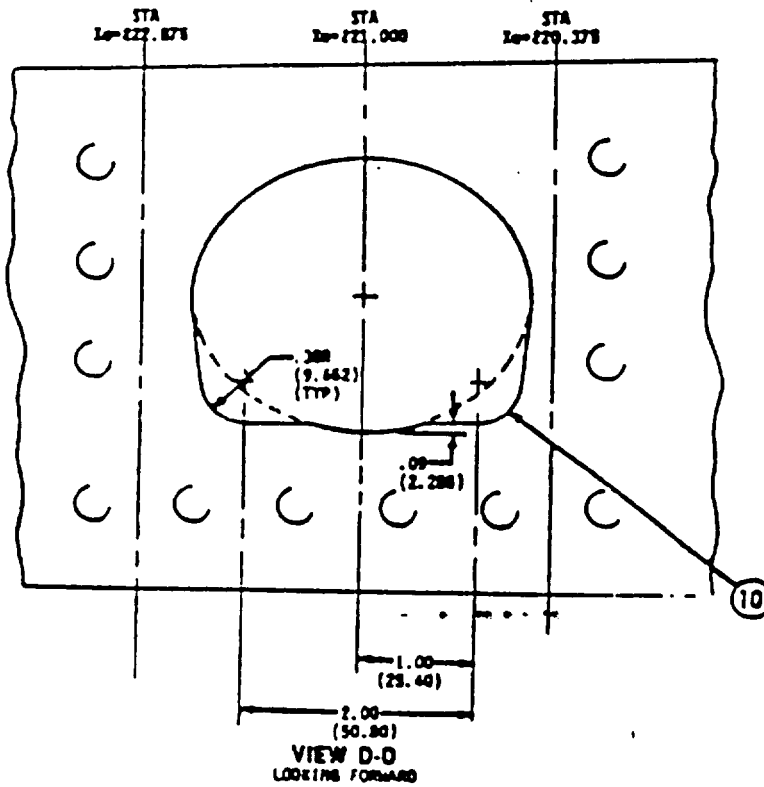
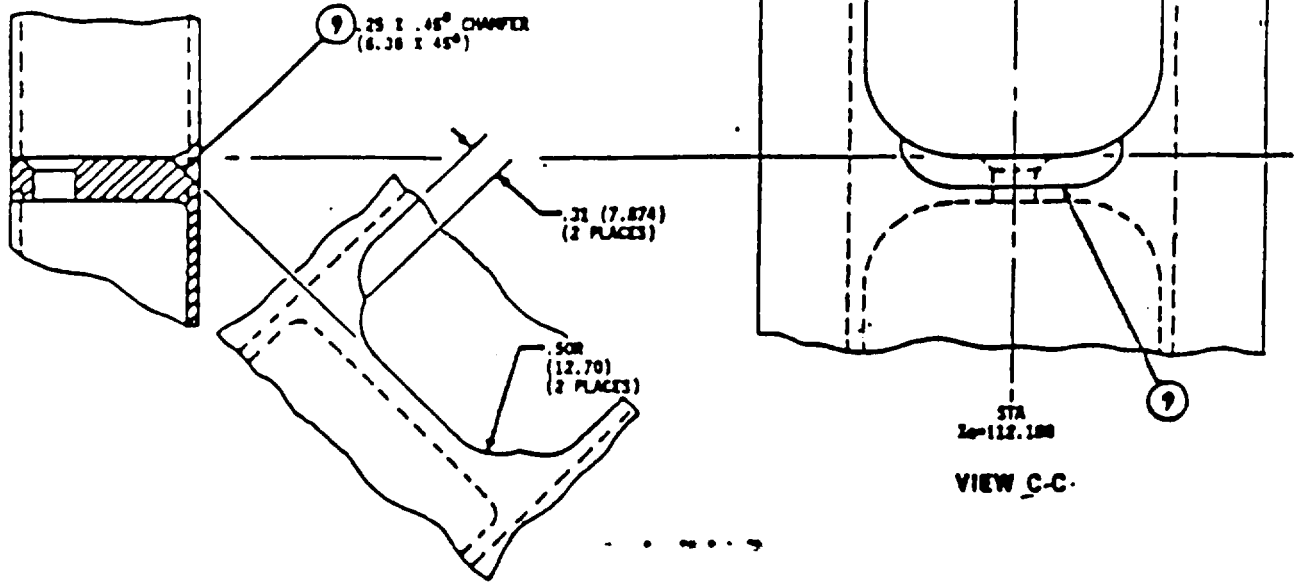
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FIGURE 1 (SHEET 2 OF 7)

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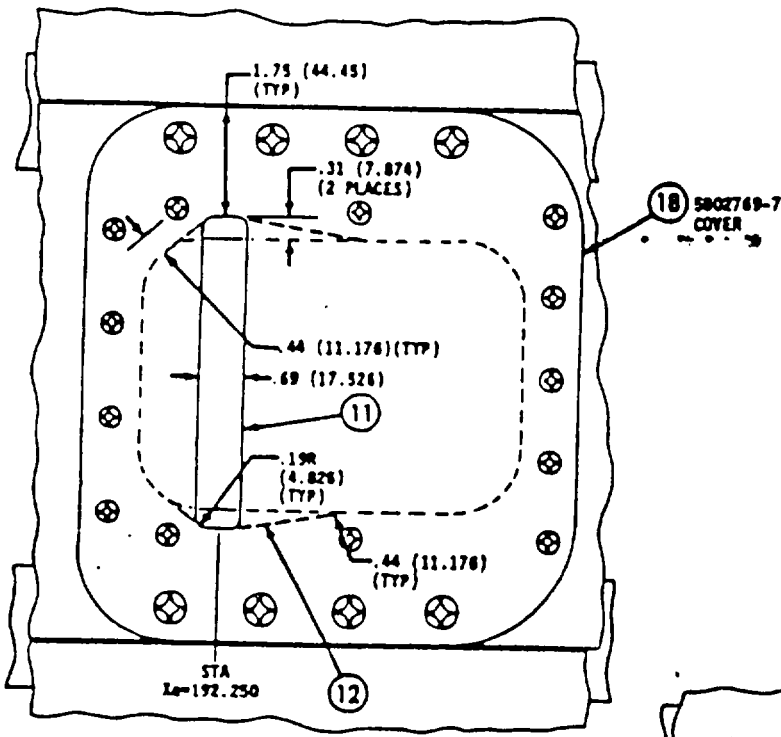
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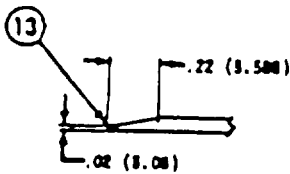


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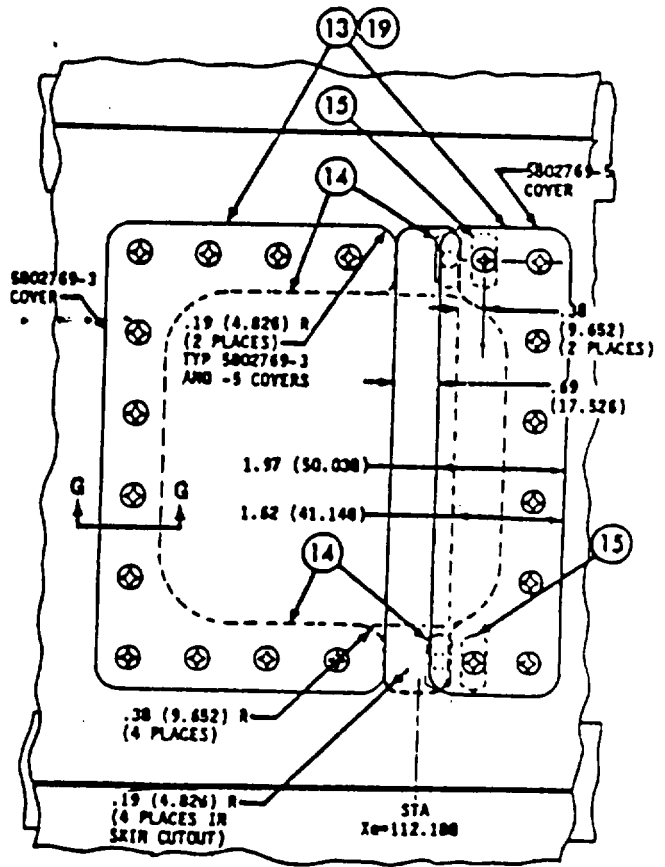
ELEVATOR GEARED TAB MECHANISM - MODIFICATION



VIEW E-E



SECTION G-G
TYPICAL AROUND EDGE
OF 5802769-3 AND -5
COVERS



VIEW F-F

ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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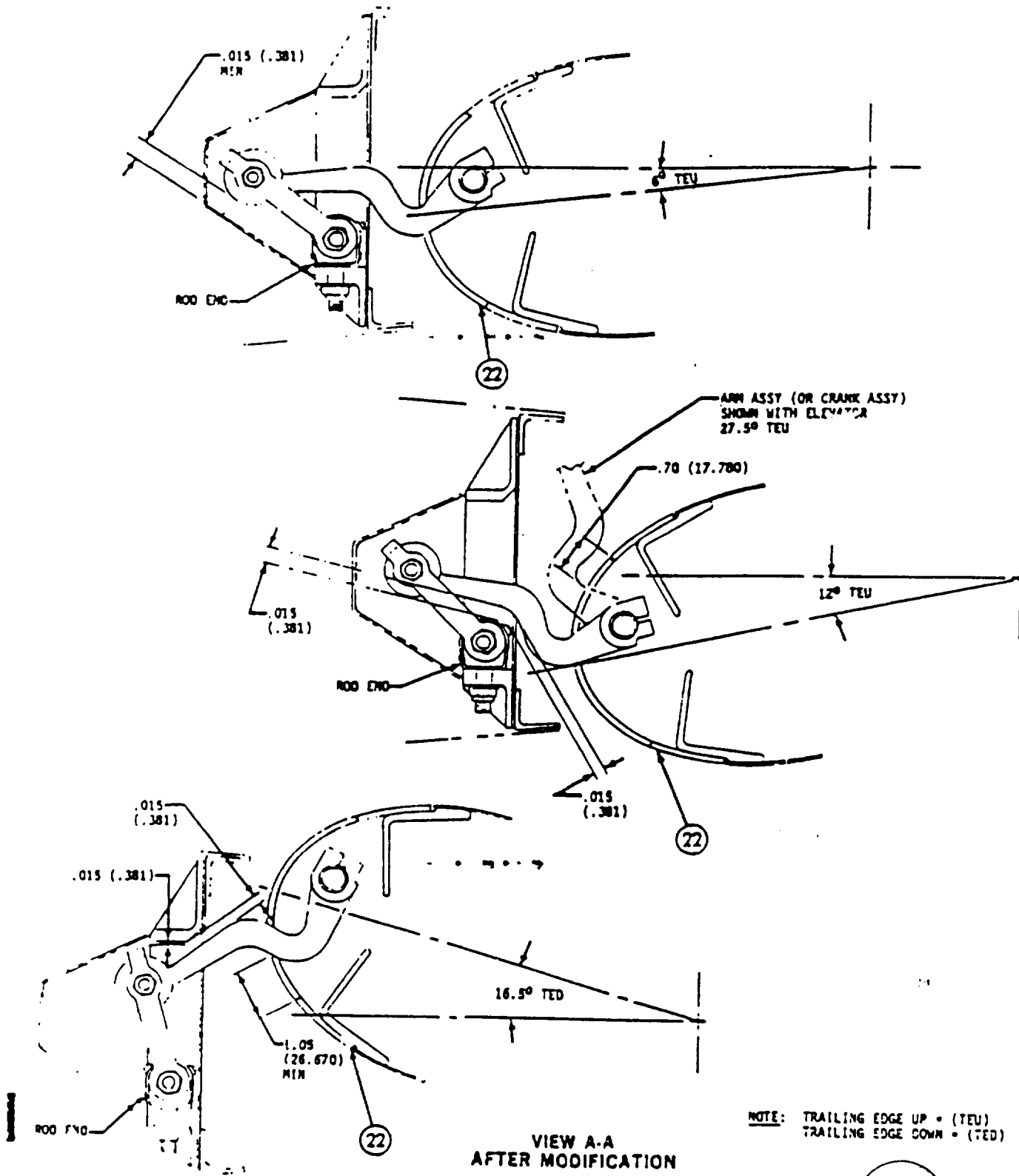
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FIGURE 1 (SHEET 4 OF 7)

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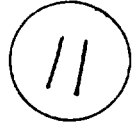
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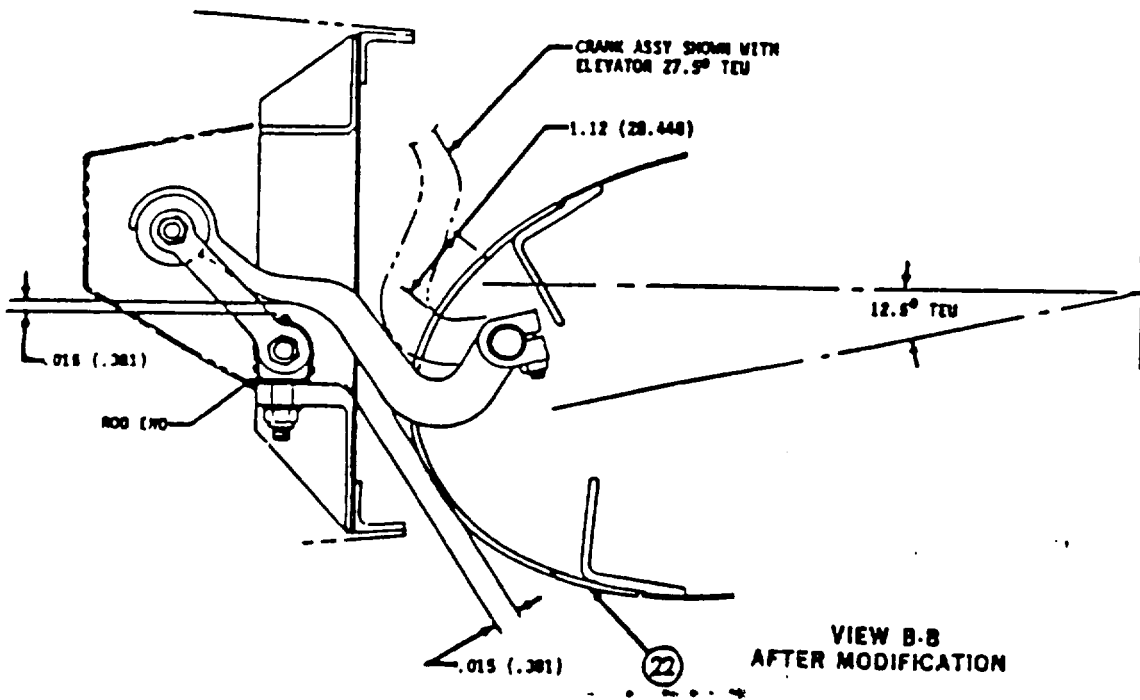
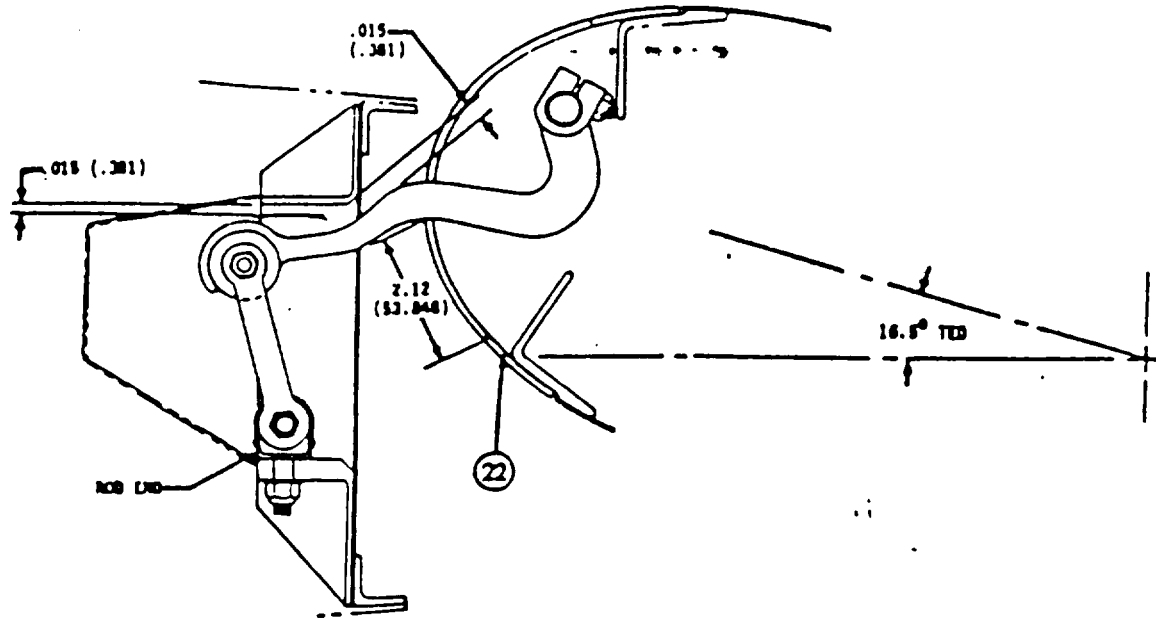


VIEW A-A
AFTER MODIFICATION

ELEVATOR GEARED TAB MECHANISM - MODIFICATION

FIGURE 1 (SHEET 5 OF 7)





ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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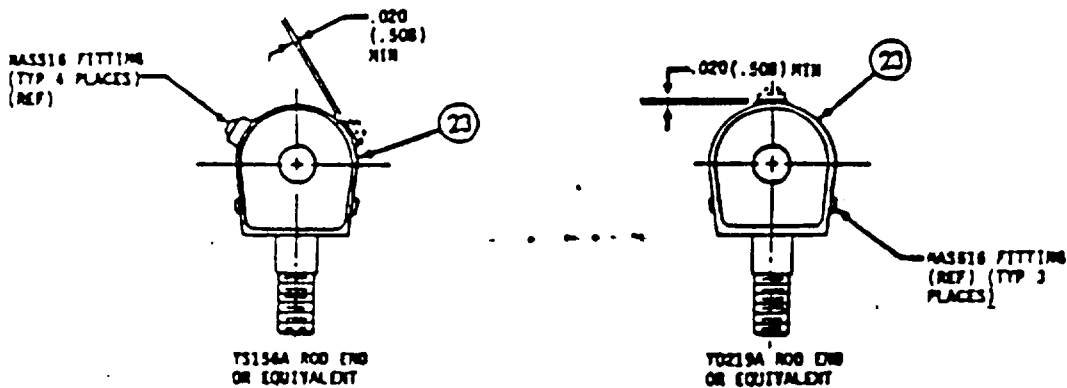
FIGURE 1 (SHEET 6 OF 7)

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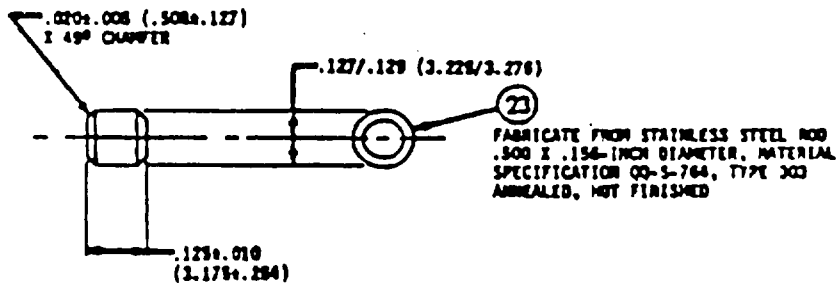
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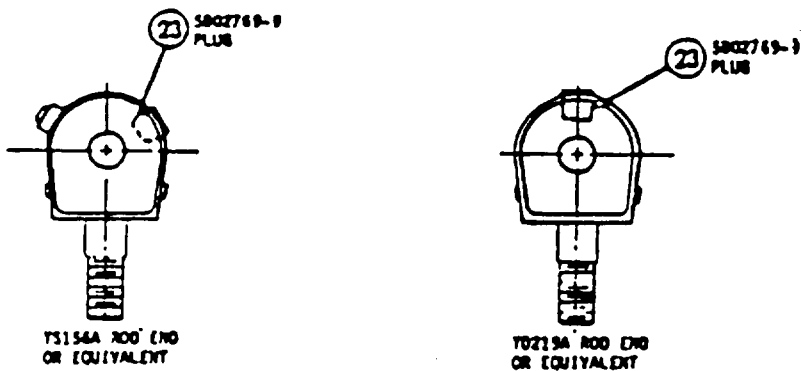
1. REMOVE HASS16 FITTING.
2. INSTALL S802769-9 PLUS PUNCH TO ROD END.
3. GRIND AS REQUIRED (NOT TO EXCEED .020 MINIMUM SHOWN).
4. TOUCH UP REMOVE AREA PER OPERATOR'S SHOP PRACTICE.

DETAIL OF ROD END BEFORE MODIFICATION



FABRICATE FROM STAINLESS STEEL ROD .500 X .156-INCH DIAMETER, MATERIAL SPECIFICATION QQ-S-764, TYPE 303 ANNEALED, HOT FINISHED

DETAIL OF S802769-9 PLUS



DETAIL OF ROD END AFTER MODIFICATION

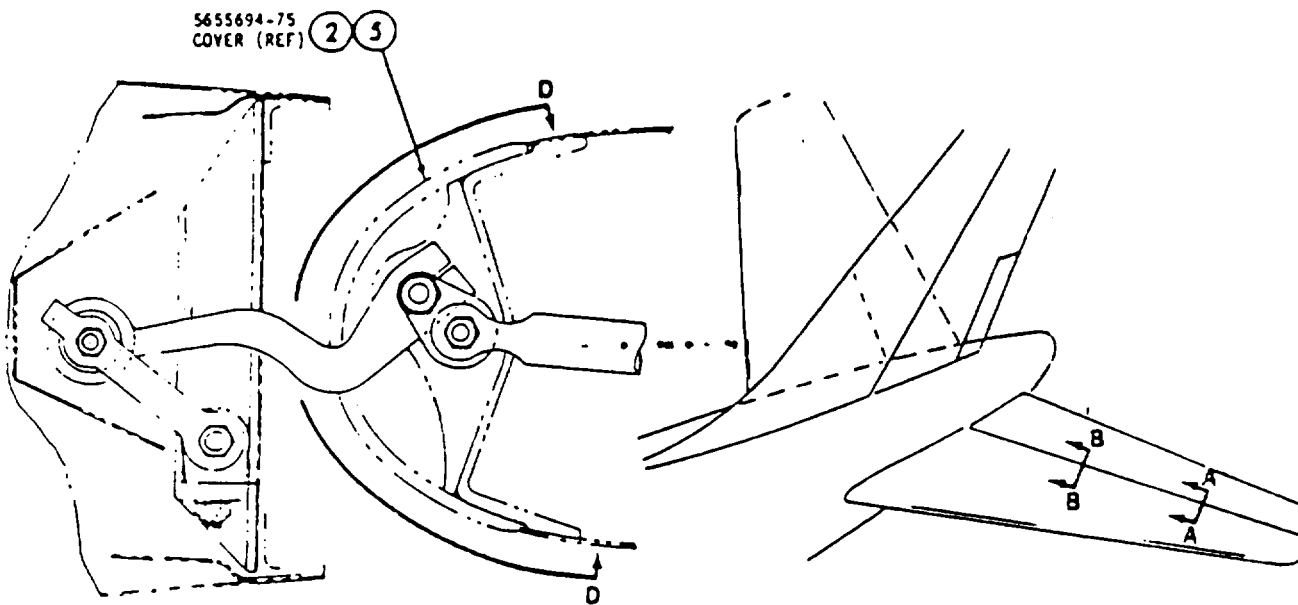
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ELEVATOR GEARED TAB MECHANISM - MODIFICATION
 FIGURE 1 (SHEET 7 OF 7)



OPTION II

- ① (NOT SHOWN) POSITION ELEVATOR TRAILING EDGE UP (TEU) AND HOLD IN THIS POSITION.
- ② EXTEND LOWER PORTION OF EXISTING CUTOUT IN 5655694-7 SKIN AND 5655694-75 COVER. (SEE VIEW D-D.)
CAUTION: USE EXTREME CARE NOT TO DAMAGE 5655694-83 FITTING ADJACENT TO CUTOUT.
- ③ EXTEND LOWER PORTION OF EXISTING CUTOUT IN 5655694-5 SKIN AND 5655694-73 COVER. (SEE VIEW E-E.)
CAUTION: USE EXTREME CARE NOT TO DAMAGE 5655694-81 FITTING ADJACENT TO CUTOUT.
- ④ (NOT SHOWN) POSITION ELEVATOR TRAILING EDGE DOWN (TED) AND HOLD.
- ⑤ EXTEND UPPER PORTION OF EXISTING CUTOUT IN 5655694-7 SKIN AND 5655694-75 COVER. (SEE VIEW D-D.)
CAUTION: USE EXTREME CARE NOT TO DAMAGE 5655694-83 FITTING ADJACENT TO CUTOUT.
- ⑥ EXTEND UPPER PORTION OF EXISTING CUTOUT IN 5655694-5 SKIN AND 5655694-73 COVER. (SEE VIEW E-E.)
CAUTION: USE EXTREME CARE NOT TO DAMAGE 5655694-81 FITTING ADJACENT TO CUTOUT.
- ⑦ REIDENTIFY 5655694-75 COVER AS 5802769-11 PER OPERATOR'S SHOP PRACTICE.
- ⑧ REIDENTIFY 5655694-73 COVER AS 5802769-13 PER OPERATOR'S SHOP PRACTICE.
- ⑨ REMOVE AND RETAIN 2710493-501 OR -503 LINK AND ALL ATTACHING PARTS, EXCEPT MS24665-151 COTTER PIN.
- ⑩ MODIFY LINK BY REMOVING MATERIAL AS SHOWN. REIDENTIFY AS 2710493-505 PER OPERATOR'S SHOP PRACTICE.
- ⑪ INSTALL MODIFIED AND REIDENTIFIED 2710493-505 LINK USING RETAINED ATTACHING PARTS AND NEW MS24665-151 COTTER PIN.
- ⑫ (NOT SHOWN) POSITION ELEVATOR TRAILING EDGE DOWN (TED) AND HOLD.
- ⑬ CHAMFER FITTING AT STATION X=112.188 AS SHOWN. (SEE VIEW C-C.)
- ⑭ PERFORM CLEARANCE CHECK, AT APPROXIMATE POSITIONS NOTED, AS SHOWN. SLOWLY MOVE ELEVATOR THROUGH FULL RANGE OF TRAVEL AND VERIFY SPECIFIED MINIMUM CLEARANCE EXISTS. (SEE VIEWS A-A AND B-B, AFTER MODIFICATION.)
- ⑮ MODIFY ROO END AS SHOWN TO OBTAIN MINIMUM CLEARANCE AS REQUIRED.



◀ FWD

VIEW A-A
BEFORE MODIFICATION

ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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FIGURE 2 (SHEET 1 OF 6)

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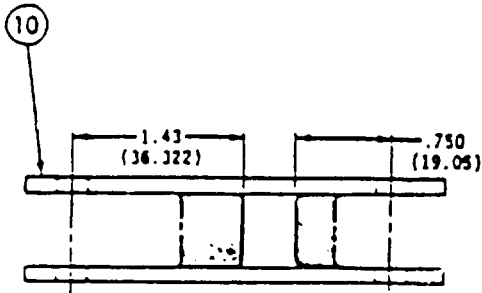
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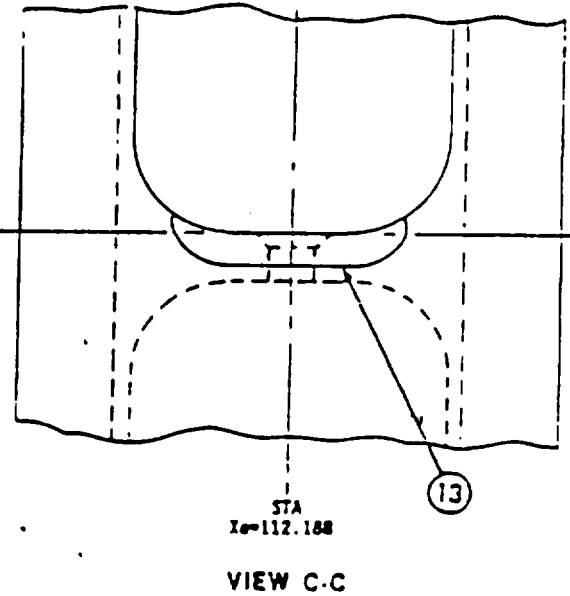
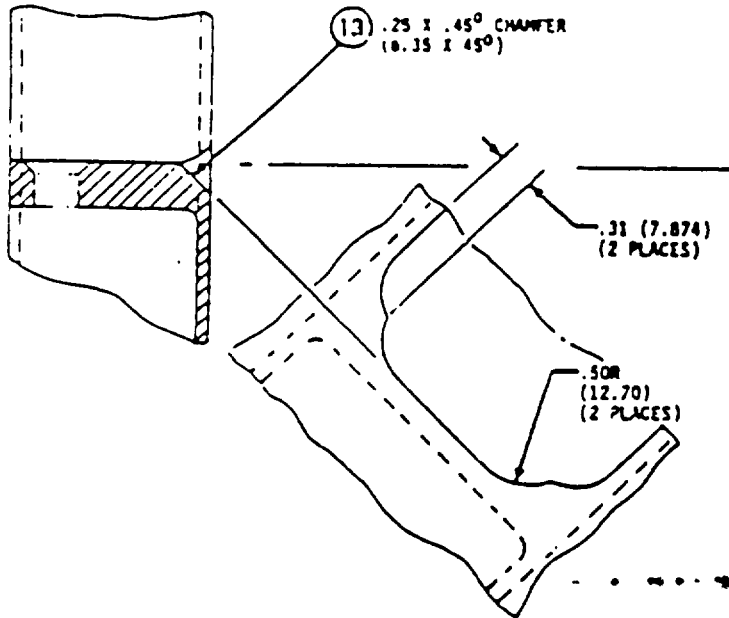
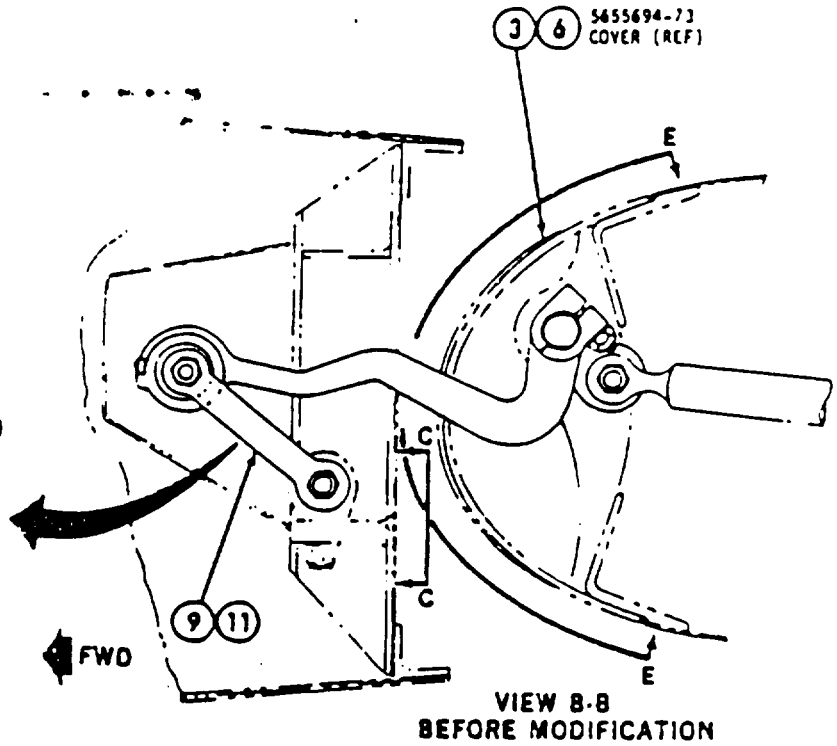
NOTE: UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES. METRIC SYSTEM EQUIVALENTS SHOWN IN PARENTHESES ARE IN MILLIMETERS.

TOLERANCES

ANGLES	: 1.2° - : 0.30°
FRACTIONS	: 1/32 (0.793)
3 PLACE DECIMAL	: 0.13 (0.301)
2 PLACE DECIMAL	: 0.03 (0.762)

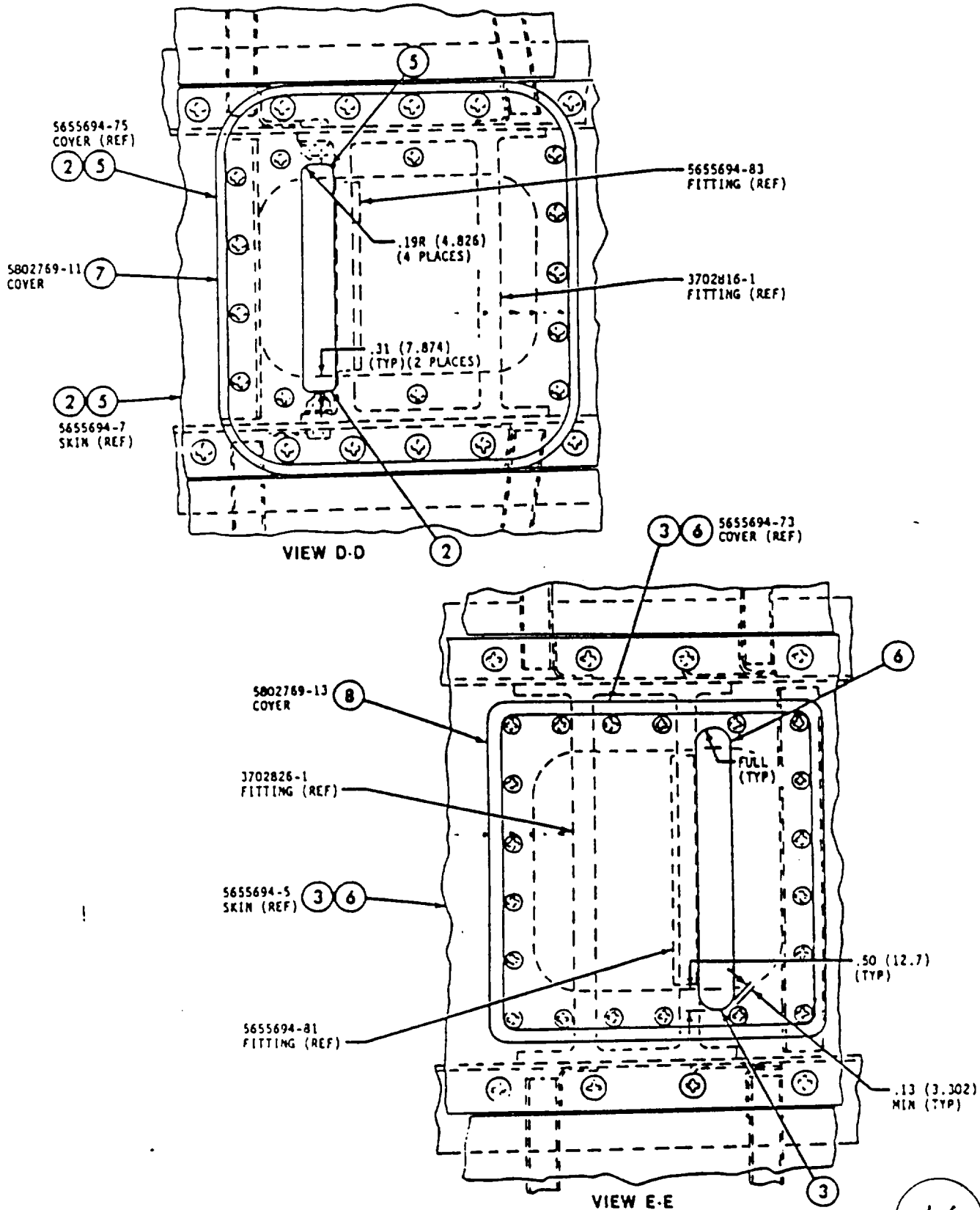


NOTE: LINKS MAY HAVE BEEN MODIFIED BY DC-8 SERVICE BULLETIN 27-155 OR PRODUCTION EQUIVALENT. OPERATORS SHOULD VERIFY THAT ALL LINKS CONFORM TO DIMENSIONS SHOWN.



ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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ELEVATOR GEARED TAB MECHANISM - MODIFICATION

FIGURE 2 (SHEET 3 OF 6)

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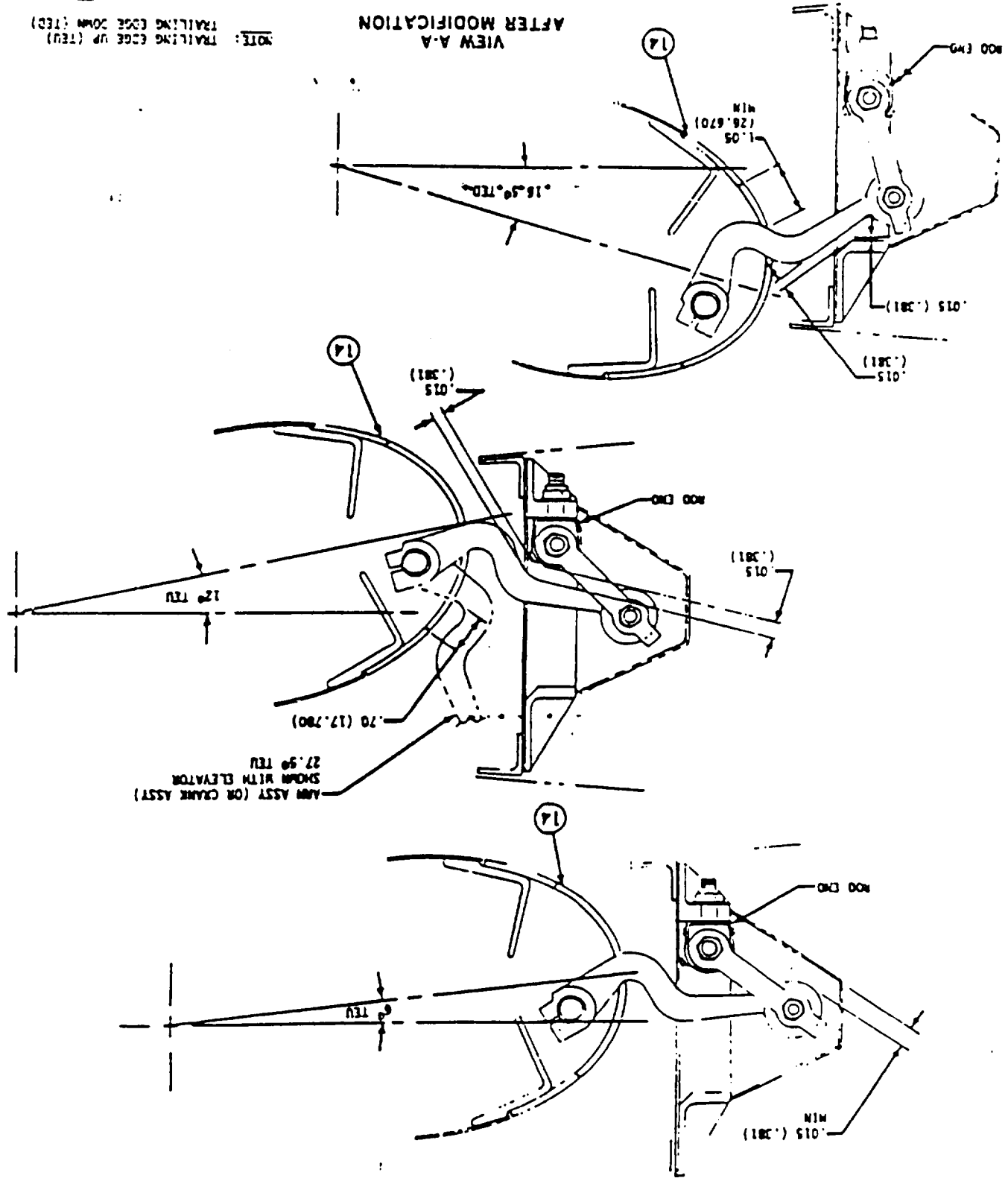
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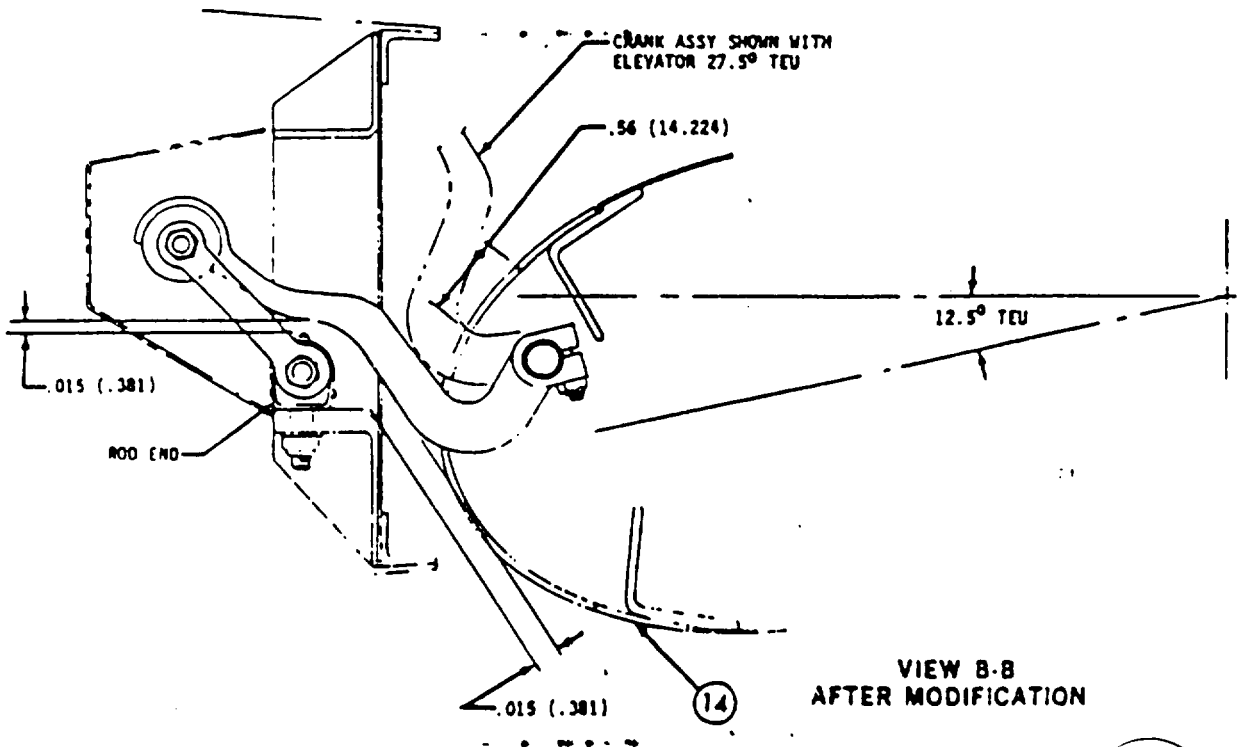
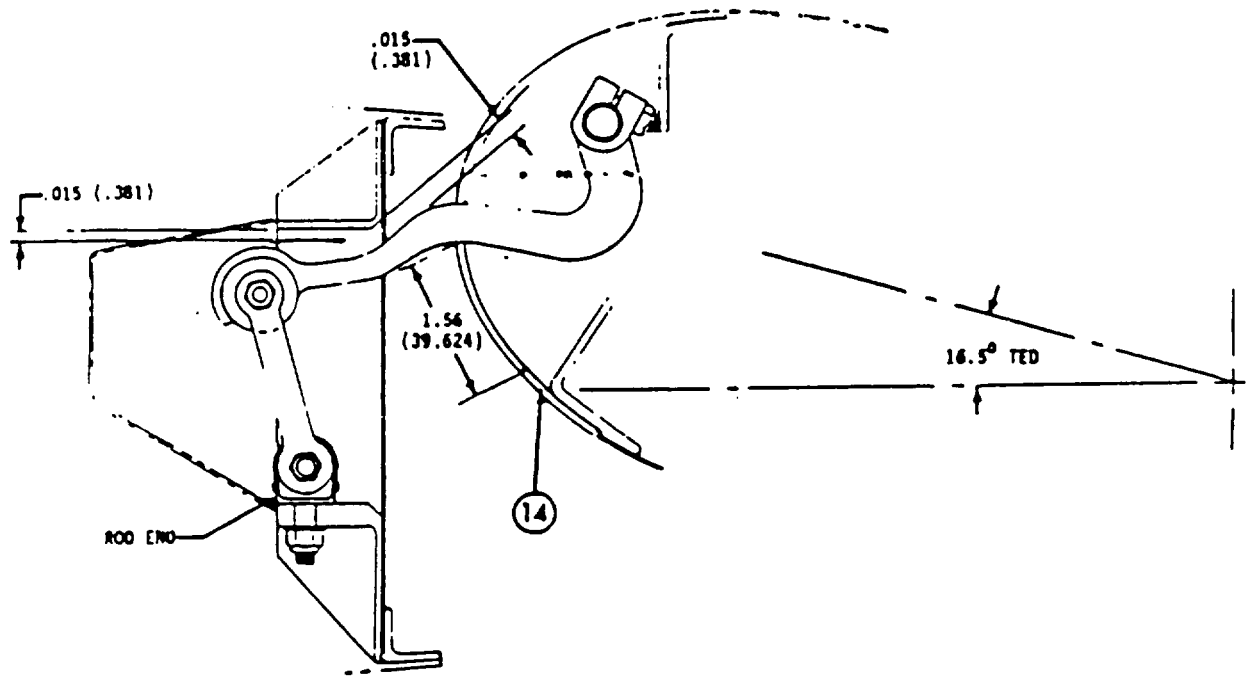
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ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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VIEW A-A AFTER MODIFICATION





VIEW B-B
AFTER MODIFICATION

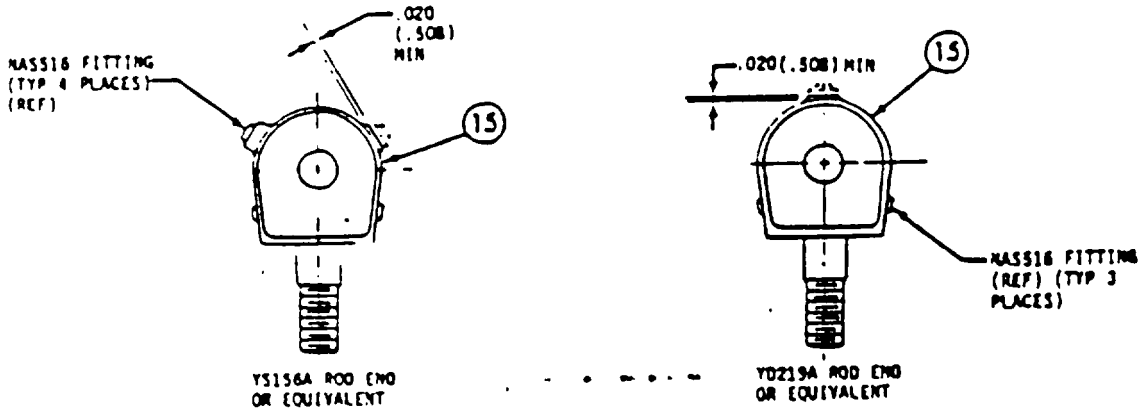
ELEVATOR GEARED TAB MECHANISM - MODIFICATION

FIGURE 2 (SHEET 5 OF 6)

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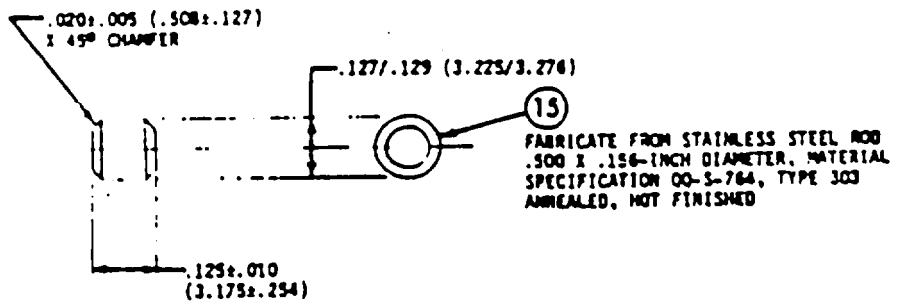
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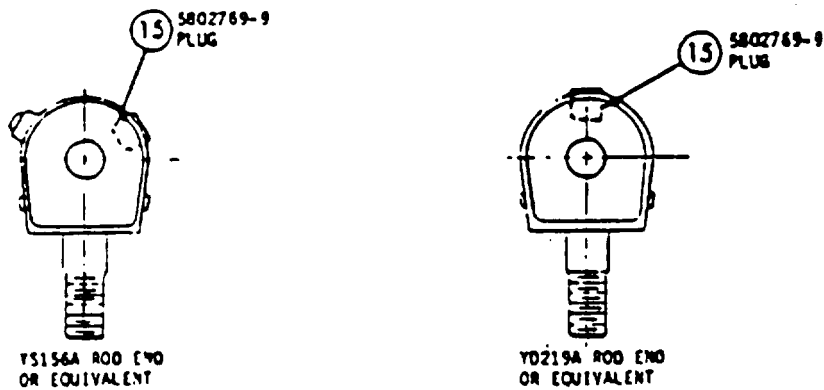


1. REMOVE MASS16 FITTING.
2. INSTALL 5802769-9 PLUG FLUSH TO ROD END.
3. GRIND AS REQUIRED (NOT TO EXCEED .020 MINIMUM SHOWN).
4. TOUCH UP REWORK AREA PER OPERATOR'S SHOP PRACTICE.

DETAIL OF ROD END BEFORE MODIFICATION



DETAIL OF 5802769-9 PLUG



DETAIL OF ROD END AFTER MODIFICATION

ELEVATOR GEARED TAB MECHANISM - MODIFICATION

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3. Material Information:

A. The basis for the following material data is per aircraft.

(1) Parts to be purchased as end item spares. Discard old parts.

NOTE: No parts required for Option II.

<u>New Part No.</u>	<u>Qty</u>	<u>Unit Net Price</u>	<u>Key Word</u>	<u>Old Part No.</u>
3802767-1	2	\$386.00	Crank Assy	4710541
3802768-1	2	359.00	Crank Assy	4710542 (Arm Assy)

(2) Parts and material to be procured from operator's stock.

<u>Part/Material</u>	<u>Qty Per Option</u>		<u>Key Word</u>	<u>Instructions- Disposition</u>
	<u>I</u>	<u>II</u>		
MS20426AD3-4	8	1	Rivet	
MS24665-151	2	2	Cotter Pin	
5802769-9	2	2	Plug	1/

1/ Fabricate from stainless steel rod .500 x .156-inch diameter, Material Specification QQ-S-764, Type 303 Annealed, Hot Finished.

(3) Parts to be modified and reidentified by the operator.

<u>New Part No.</u>	<u>Qty Per Option</u>		<u>Key Word</u>	<u>Old Part No.</u>	<u>Instructions- Disposition</u>
	<u>I</u>	<u>II</u>			
2710493-505	2	2	Link	2710493-501 or -503	
5802769-11		2	Cover	5655694-75	
5802769-13		2	Cover	5655694-73	
5802769-3	2		Cover	5655694-73	3/
5802769-5	2		Cover		
5802769-7	2		Cover	5655694-75	
None	2	2	Elevator Assy	5644420-(**)	2/

** Indicates any configuration.

2/ Reidentification is at operator's option.

3/ One 5655694-73 cover makes one 5802769-3 and -5 cover.

2φ

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8. The basis for the following material data is per spares.

Option I

- (1) Modify and reidentify spare covers per this Service Bulletin. No parts are required.
- (2) Modify and reidentify spare 2710493-501 or -503 links per this Service Bulletin. No parts are required.
- (3) Modify spare elevator assemblies per this Service Bulletin. Four MS20426AD3-4 rivets are required. Reidentification is at operator's option.
- (4) Order 3802767-1 crank assembly as a replacement for spare 4710541 crank assembly.
- (5) Order 3802768-1 crank assembly as a replacement for spare 4710542 arm assembly.

Option II

- (1) Modify and reidentify spare covers per this Service Bulletin. No parts are required.
- (2) Modify and reidentify spare 2710493-501 or -503 links per this Service Bulletin. No parts are required.
- (3) Modify spare elevator assemblies per this Service Bulletin. No parts are required. Reidentification is at operator's option.

HDW
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