



F. Atlee Dodge Aircraft Services, LLC

6672 Wes Way * Anchorage, Alaska 99518

Phone: (907) 344-1755 * Fax: (907) 344-6720

email: atleedodge@acsalaska.net * web: www.fadodge.com

July 5, 1989

Revision: None

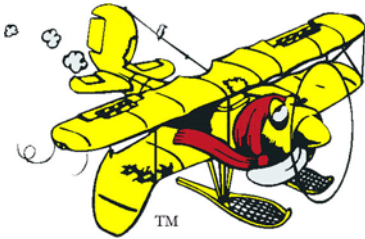
Sheet 1 of 2

INSTALLATION INSTRUCTIONS FOR WELD ON FLOAT FITTING P/N 3143-18

- 1 Remove fabric from the area around the cluster at Fuselage Station 69.99 to gain access for installation of the fittings. (Omit if factory installed.)
- 2 Remove paint from the area affected and prepare surface for welding. Be sure no flammable material is in the area to be welded.
- 3 Align appropriate fitting (LH or RH) centerline with the centerline of the lower longeron and STA. 69.88 centerline, as shown and clamp securely in place.
- 4 **WELD:**

As indicated in note 3 above, and in the field of the drawing, the aft fuselage fittings are located at the tubing cluster at fuselage station 69.88, as measured from the aircraft firewall. The fittings are to be welded along the edges to all the tubing it makes contact with, and where holes have been provided for 4 "ROSETTE" welds. Welding shall be accomplished as follows:

- A 3143-1 Assembly is to be TIG or MIG welded to the aircrafts fuselage.
- B All welding shall conform to AC43:13-1A, CH 2, SEC 2 unless otherwise indicated.
- C All welding rods shall conform to MIL-E-6843, CL10013 or equivalent.
- D Inspect welds per MIL-I-6866 (Dye Penetrant), or MIL-F-38762 (Fluorescent Penetrant).
- E Wire brush welded areas.



F. Atlee Dodge Aircraft Services, LLC

6672 Wes Way * Anchorage, Alaska 99518

Phone: (907) 344-1755 * Fax: (907) 344-6720

email: atleedodge@acsalaska.net * web: www.fadodge.com

July 5, 1989

Revision: None

Sheet 2 of 2

5 FINISH:

After welding, the fittings and surrounding area must be suitably protected from the effects of corrosion.

A Unless otherwise specified by this drawing, the fittings and surrounding area shall be primed and finished as specified herein.

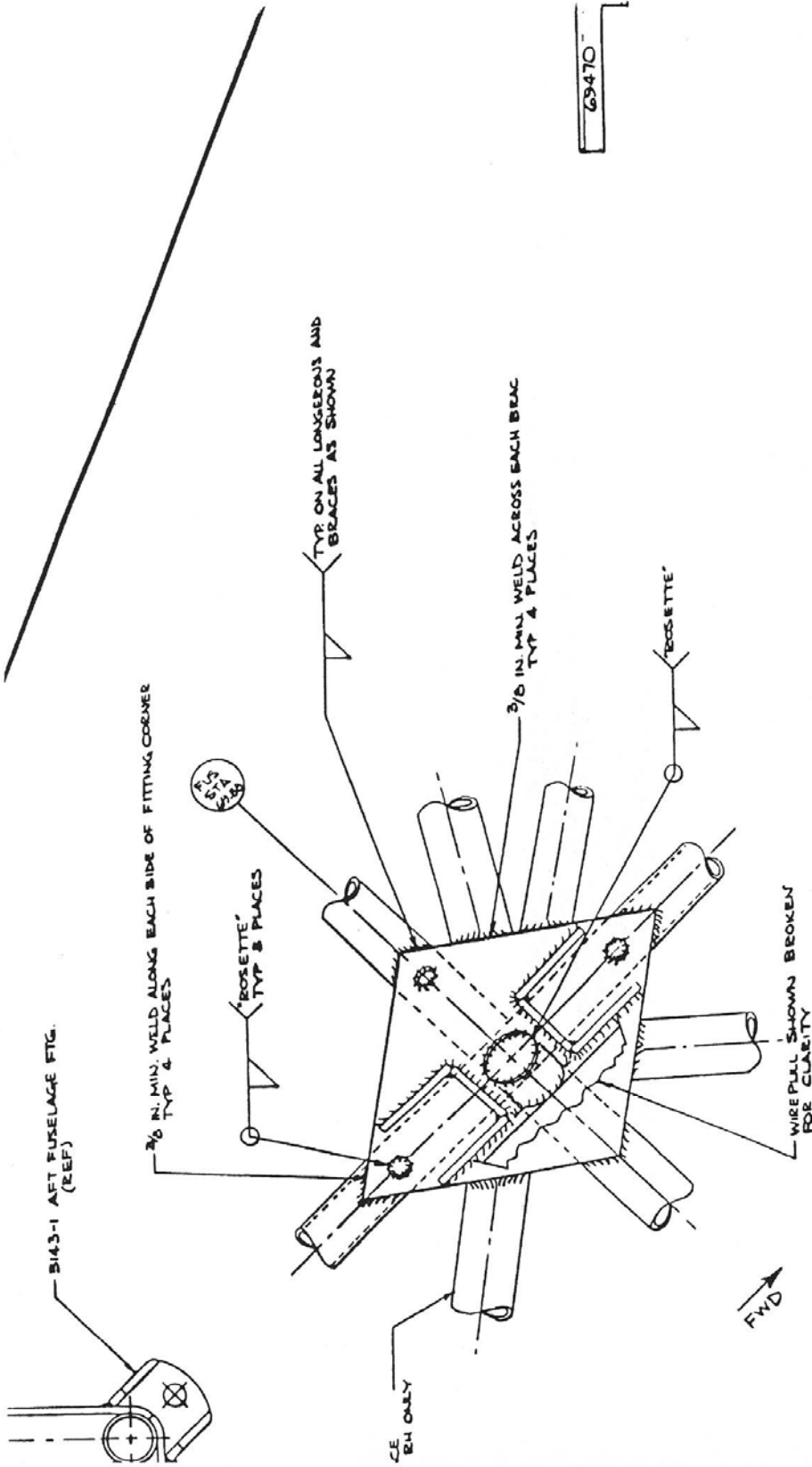
B EPOXY PRIMER:

A Manufacturer - Crown Metro Aerospace Coating, Inc.
P-28 White semi-gloss finish = 15-F3-10 base, EC-140 curing solution, TR15 reducer or TR20.
P-29 Gray semi-gloss finish = 15-F3-100 base, EC-140 curing solution, TR15 reducer or TR20.
Mix 3 parts by volume 15-F3-100 or 15-F3-10 base with 1 part by volume EC-140 curing solution; to spray add TR15 reducer (fast) or TR20 (slow) as necessary. The fitting and surrounding area shall be wash primed or blast cleaned, prior to priming.

B If the above primer is not available, an alternate epoxy polyimide primer may be used per MIL-P-23377.

Apply two wet coats for maximum corrosion protection for 2 mils dry film thickness. One wet coat may be used where primer is to be top coated. Apply second coat after first coat has flashed off.

C If finish painting is required, the parts may be finished by spraying with enamel lacquer or synthetic paint of aircraft quality appropriate to the color scheme of the aircraft.



EDD GOVERNMENT ENGINEERING DIVISION	
DRAWN: PJC 12/23/68 CHECKED: GCR 12/23/68 DESIGNED: ERT 12/27/68	PROJECT: INSTALLATION ASSY PART: PIPER PA18 & 18A AIRPLANE ON EDO 89-2000 FLOATS
DATE: 12/27/68 TIME: 12:00 PM BY: ERT	SHEET: E 82340 OF: 82340
MATERIAL: SEE NOTE 3 ON SHEETS 1 AND 3.	FINISH: SEE NOTE 3 ON SHEETS 1 AND 3.
OBSA-24 OBS-24 NITRALSY US100N	PIPER PA18 PIPER PA18 US100N

