

DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D.C.

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GLOBE
GC-1A

August 10, 1946

AIRWORTHINESS DIRECTIVE

Compliance with the "MANDATORY NOTES" contained in this Directive is necessary for safeguarding the airworthiness of your airplane. It will be checked for conformity with these NOTES.

Compliance with the "SERVICE NOTES" contained in this Directive also is necessary to safeguard the airworthiness of your aircraft. The inspections listed under "SERVICE NOTES" should be carefully carried out at the stated intervals, and will be checked by the CAA representative at each annual inspection.

Recommendations contained in Manufacturers' Service Bulletins should always be given careful consideration because compliance with them will add to the ultimate safety of your airplane.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded.

If you have sold your airplane of this model, please forward this list to the new owner.

MANDATORY NOTE 1. (June 4, 1946) (Applies only to serial numbers 33 to 54 inclusive, plus 54, 56, 57, 58, 60, 61 and 64)

Due to an inadvertent error in the manufacture of these airplanes, the following reinforcement of the rivet seam attaching the upper skin of the outer wing panels to the main spar is to be accomplished as follows. In lieu of immediate accomplishment, the maximum weight may be reduced from 1570 lbs. to 1490 lbs. This may require elimination of the baggage allowance. In any case, the reinforcement outlined below must be accomplished not later than September 1, 1946. After completion of the reinforcement, the placard may be removed and the weight increased to the maximum specified in the Aircraft Specification

In the length of the seam from $1\frac{1}{2}$ inches to $4\frac{3}{4}$ inches outboard of the outer panel attachment bolt, the number of rivets should be increased to not less than five. Since the heads of the bolts through the end fitting of the spar cause interference at the originally intended spacing, the rivets may be spaced unequally, but the minimum spacing may not be less than $\frac{3}{8}$ inch. In the length of the seam from $4\frac{3}{4}$ inches to $11\frac{1}{2}$ inches outboard of the outer panel attachment bolt, sufficient rivets should be added to make the spacing approximately $\frac{3}{8}$ inch. The added rivets may be either Cherry CR163-4-10 or AN456-AD4. (Globe Customer Service Maintenance Bulletin No. 1 covers this same subject).