



# ENGINEERING ORDER

DRAWING NO: 129-8053

SHEET 1 OF 6

1. DRAWING TITLE <b>Wear Damage Repair, R/H Fan Cowl</b>		2. PROGRAM <b>JET ASIA</b>	3. JOB NO.
4. TYPE OF DRAWING RELEASE <b>DER Review</b>	5. CONTRACT NO.	6. CURRENT REV <b>A</b>	7. UNINCORP'D ECO

<b>8A. REASON FOR CHANGE - CATEGORY</b>		<b>9. CHANGE AFFECTS</b>		<b>10. CHANGE EFFECTIVITY</b>	
<input type="checkbox"/> CLARIFY DRAWING	<input type="checkbox"/> PRODUCT IMPROVEMENT	<input type="checkbox"/> PERFORMANCE	<input type="checkbox"/> COST	N/A	<input type="checkbox"/>
<input type="checkbox"/> FINALIZE DRAWING	<input type="checkbox"/> COST REDUCTION	<input type="checkbox"/> RELIABILITY	<input type="checkbox"/> SCHEDULE	ALL	<input type="checkbox"/>
<input type="checkbox"/> ADD. TO PART TAB.	<input type="checkbox"/> PRODUCIBILITY IMPMT.	<input type="checkbox"/> WEIGHT/BALANCE	<input type="checkbox"/> CAD MODEL	SERIAL NO.	25203
<input type="checkbox"/> ADD. OF ALT. PART(S)	<input type="checkbox"/> DESIGN CHANGE	<input type="checkbox"/> INTERFACE	<input type="checkbox"/> N/A	A/C TYPE	B767-336
<input type="checkbox"/> CORR. DWG ERROR	<input type="checkbox"/> SPECIFICATION CHANGE	<input type="checkbox"/> MANUFACTURABILITY	<input type="checkbox"/> OTHER:	MFG.	Boeing
<input type="checkbox"/> CORR. DESIGN ERROR	<input checked="" type="checkbox"/> OTHER: <b>REPAIR</b>	<input type="checkbox"/> SAFETY		DATE:	9/25/13
<input type="checkbox"/> CUSTOMER REQUEST		<input type="checkbox"/> INTERCHANGEABILITY		REG. NO.	HS-JAS

## 8B. REASON FOR CHANGE - DESCRIPTION:

During inspection of datum A/C, wear damage to an existing repair was found on the R/H Fan Cowl Panel inner surface. The existing repair doubler was removed to reveal that the repair honeycomb core was damaged. See Figure 3 for detail.

## 11. DESCRIPTION OF CHANGE(S):

The existing repair honecomb core will be removed and a new core fabricated and installed. A filler and repair doubler of the same size and contour matching the original repair doubler will be installed. The original honecomb core P/N is 3-4/1/4/15 (5052)TD, but cannot be currently sourced from market and will be replaced with BMS4-4 type 4-10N. The prior repair utilized BMS4-4 type 4-10N instead of 3-4/1/4/15 (5052)TD, likely for the same reason.

### References:

(A) Fan Cowl, P/N LJ38306, S/N 944

### Hours/Cycles

53894.3/32525

<b>12. DISPOSITION OF PARTS AND MATERIALS</b>				<b>13. CHANGE CLASSIFICATION</b>	
<input type="checkbox"/> N/A					
<input type="checkbox"/> PO CHANGE REQD:		IN PROCESS	<input type="checkbox"/>	REWORK	<input type="checkbox"/>
<input type="checkbox"/> NO PARTS BUILT TO DATE		COMPLETED	<input type="checkbox"/>		<input type="checkbox"/>
<input type="checkbox"/> ALL PARTS CONFORM		IN STOCK	<input type="checkbox"/>		<input type="checkbox"/>
<input checked="" type="checkbox"/> OTHER BSH provided materials		ASSY INTO NHA	<input type="checkbox"/>		<input type="checkbox"/>

<b>14. APPROVALS</b>							
RESPONSIBILITY	INIT	NAME (PRINT)	DATE	RESPONSIBILITY	INIT	NAME (PRINT)	DATE
ORIGINATOR		Hao Zeng	9/12/13				
Draftsman	JAG	Jon Genova	9/26/13				
Check	SLM	Stan Mounce	10/18/13				
DER	SW	Scott West	10/18/13				

<b>15. DISTRIBUTION</b>								
NAME (PRINT)	LOCATION	QTY	NAME (PRINT)	LOCATION	QTY	NAME (PRINT)	LOCATION	QTY



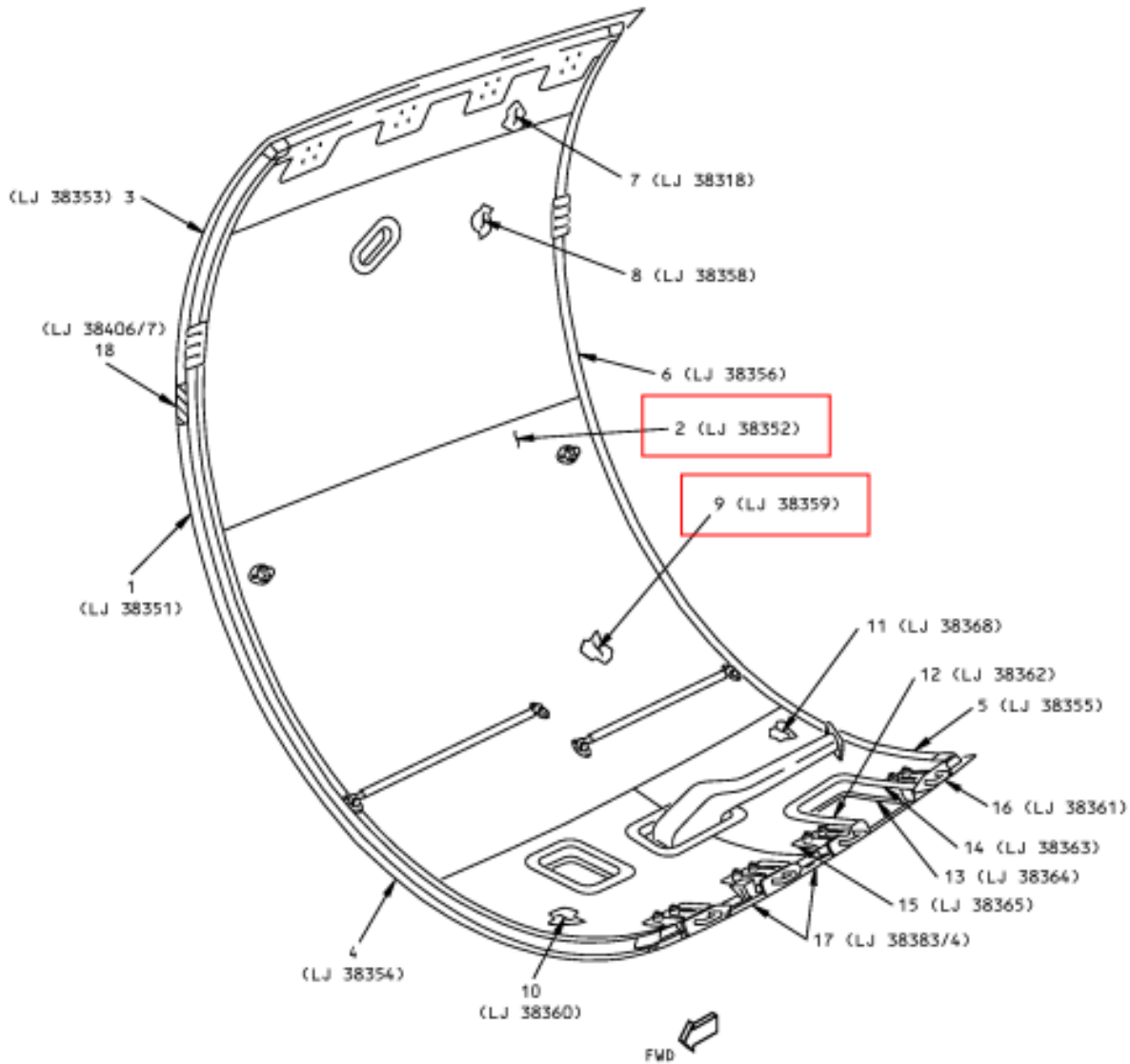
## ENGINEERING ORDER

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SHEET 2 OF 6

### Procedure

1. Remove existing repair doubler from inner surface of R/H Fan Cowl Panel and remove the existing repair honeycomb core from the repair area.
2. Clean the reworked area per 767-300 SRM 51-00
3. Fabricate a replacement doubler using .050 thick Alclad 2024-T3 sheet per AMS-QQ-250/5 using the existing repair doubler as a template. Apply chemical conversion coating to the fabricated doubler.
4. Fabricate a filler panel using Alclad 2024-T3 matching the thickness of the cowl inner skin with dimensions of 12.5" x 11.0" radiused to match the profile of the cutout (Figure 4). Apply chemical conversion coating to the fabricated doubler.
5. Fabricate a replacement plug of honeycomb core from BMS4-4 Type 4-10N as shown in Figure 4.
6. Prepare the bonding surfaces per 767-300 SRM 51070-10 using BOEGEL (AC-130) method.
7. Use adhesive film, BMS5-101 Type 2, and foaming adhesive, BMS5-90 Type III Class 250 for repair.
8. Heat cure the repair by applying 250 degree (F) to repair area for 120 minutes per SRM 51-70-10.
9. Restore finish per 767-300 AMM 51-21.



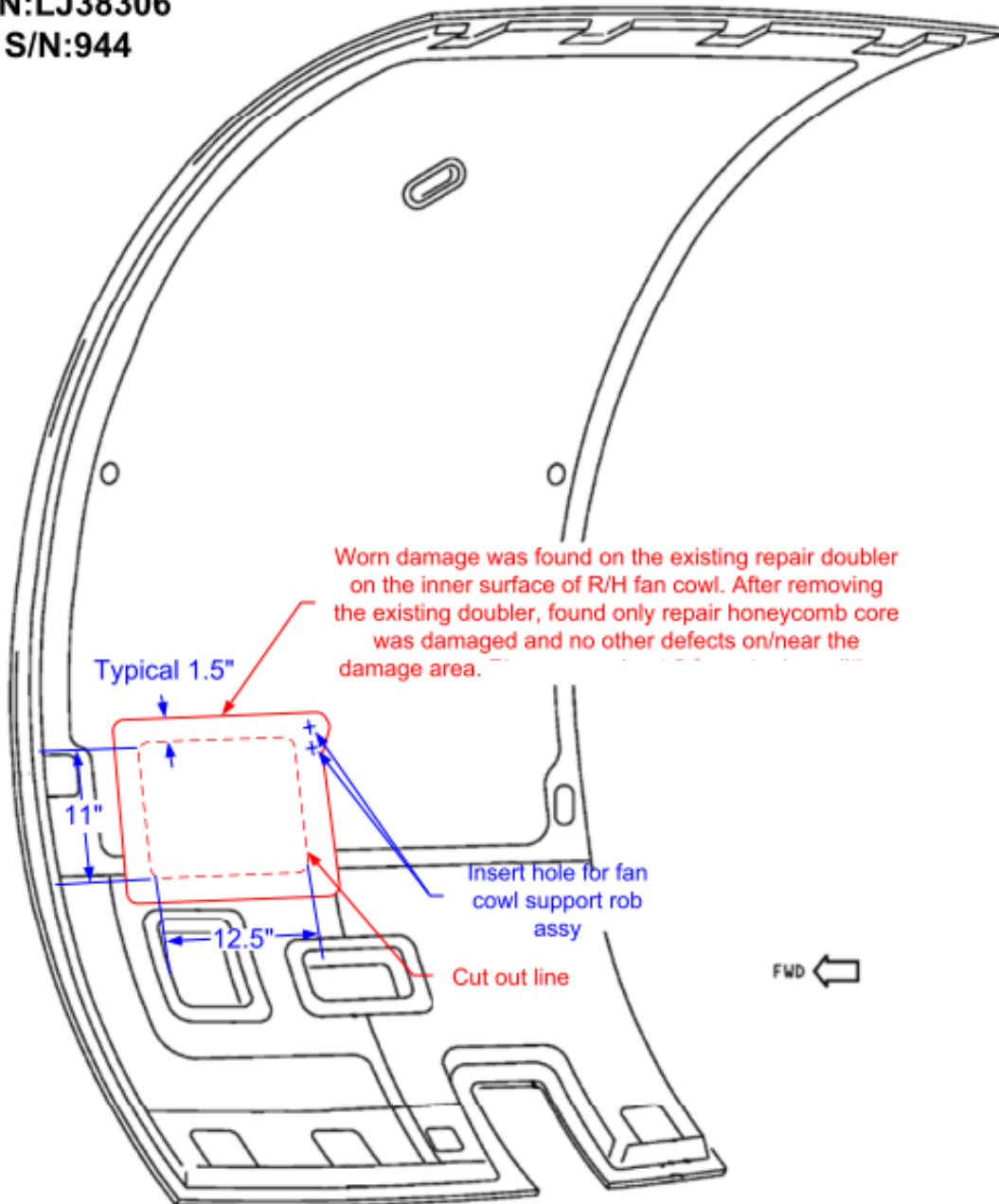
RIGHT SIDE SHOWN  
SEE DETAIL I FOR LEFT SIDE  
DETAIL II



Fan Cowl Structure Identification - RB211-524 Engine

Figure 1. Fan Cowl Panel Identification

R/H fan cowl  
P/N:LJ38306  
S/N:944



INNER SKIN LOOKING OUTBOARD  
FAN COWL - RIGHT HAND

Figure 2. Showing repair area

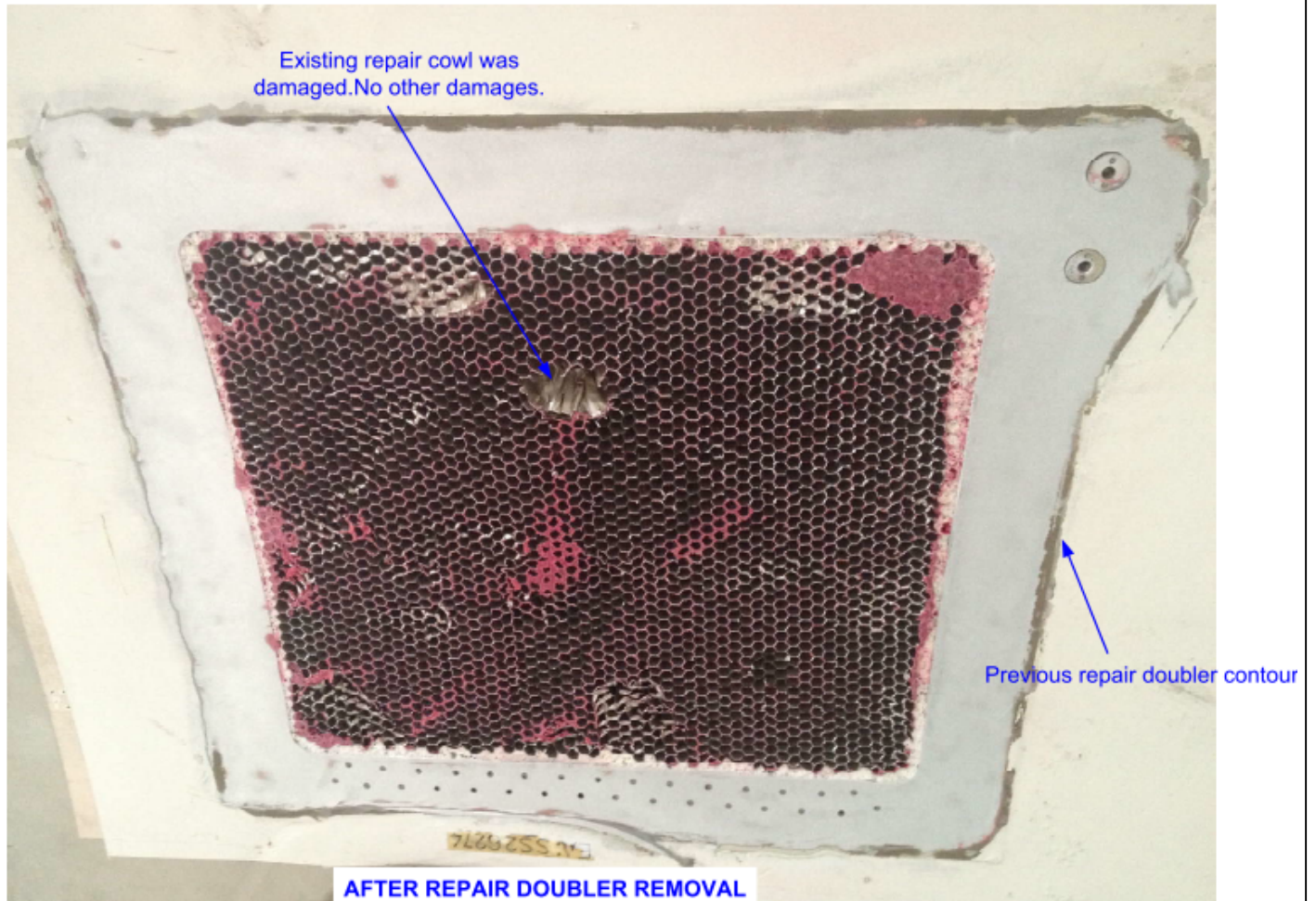


Figure 3. Showing honeycomb damage

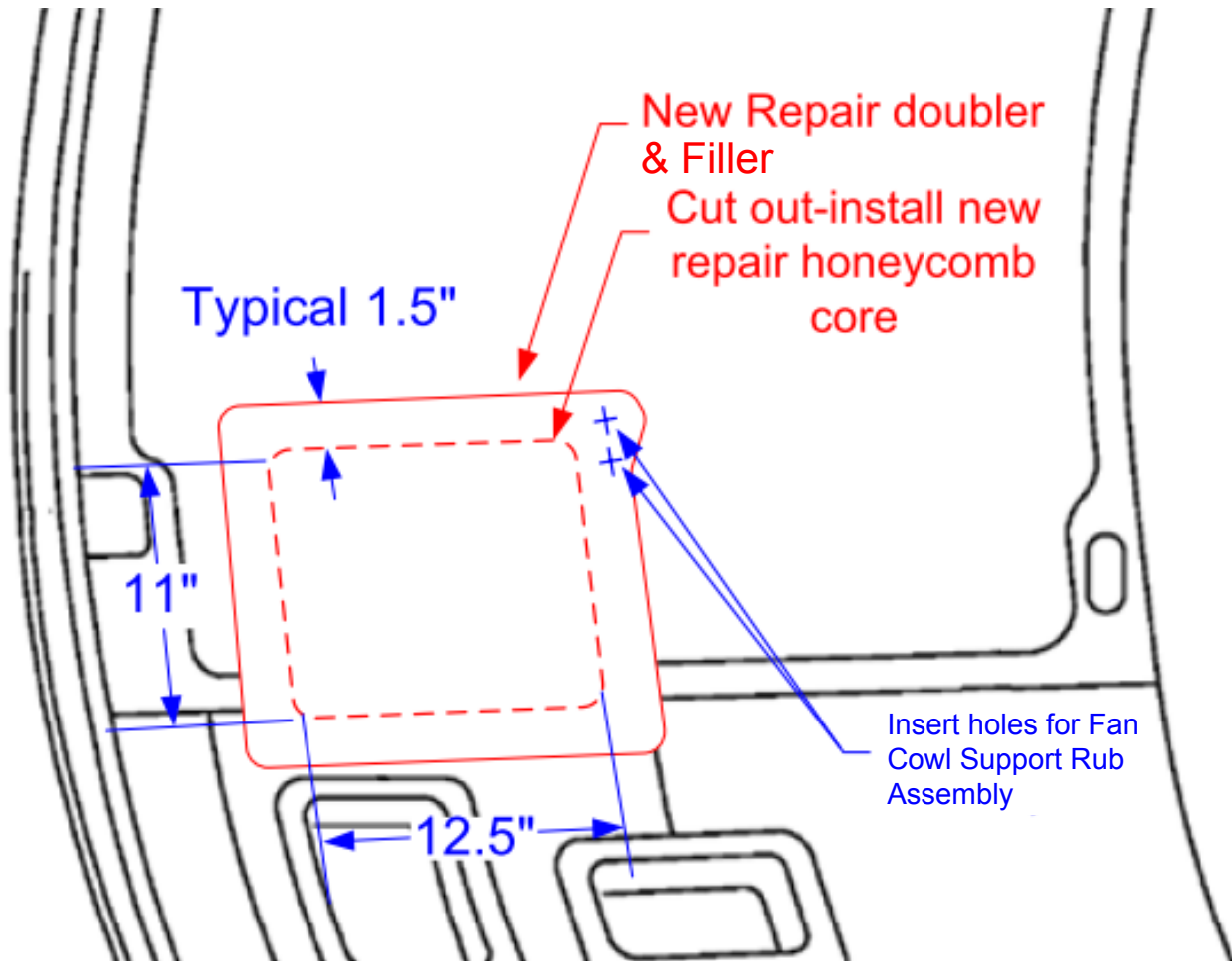


Figure 4. Showing repair area and dimensions