



ENGINEERING ORDER

DRAWING NO: 129-8055

SHEET 1 OF 7

1. DRAWING TITLE R/H Fairing Panel Shim		2. PROGRAM JET ASIA	3. JOB NO.
4. TYPE OF DRAWING RELEASE DER Review	5. CONTRACT NO.	6. CURRENT REV PR1	7. UNINCORP'D ECO

8A. REASON FOR CHANGE - CATEGORY		9. CHANGE AFFECTS		10. CHANGE EFFECTIVITY	
☐ CLARIFY DRAWING	☐ PRODUCT IMPROVEMENT	☐ PERFORMANCE	☐ COST	N/A	☐
☐ FINALIZE DRAWING	☐ COST REDUCTION	☐ RELIABILITY	☐ SCHEDULE	ALL	☐
☐ ADD. TO PART TAB.	☐ PRODUCIBILITY IMPMT.	☐ WEIGHT/BALANCE	☐ CAD MODEL	SERIAL NO.	25203
☐ ADD. OF ALT. PART(S)	☐ DESIGN CHANGE	☐ INTERFACE	☐ N/A	A/C TYPE	B767-336
☐ CORR. DWG ERROR	☐ SPECIFICATION CHANGE	☐ MANUFACTURABILITY	☐ OTHER:	MFG.	Boeing
☐ CORR. DESIGN ERROR	☒ OTHER: REPAIR	☐ SAFETY		DATE:	10/12/13
☐ CUSTOMER REQUEST		☐ INTERCHANGEABILITY		REG. NO.	HS-JAS

8B. REASON FOR CHANGE - DESCRIPTION:

During inspection on datum A/C, an existing repair on fuselage skin outer surface was observed to interfere with flush installation of the wing to body fairing. With the fairing installed, there is a gap between the fairing panel and fuselage skin. The existing external repair doubler was installed per 767-300 SRM 53-00-01 Repair 1.

11. DESCRIPTION OF CHANGE(S):

Two tapered shims will be fabricated, one each will be fitted forward and aft of the existing repair. The shim will be adhesively bonded to the fuselage.

REFERENCES:

R/H Fairing panel, P/N: 149T7122-32

R/H fuselage skin, P/N: 143T3562-1

Boeing 767-300 SRM, 51-

BACB30LH, Boeing Part Standard, 100 Deg Cross Recess Screw

Hours/Cycles

53894.3/32525

12. DISPOSITION OF PARTS AND MATERIALS

☐ N/A	IN PROCESS	USE AS IS	REWORK	SCRAP
☐ PO CHANGE REQD:	COMPLETED			
☐ NO PARTS BUILT TO DATE	IN STOCK			
☐ ALL PARTS CONFORM	ASSY INTO NHA			
☒ OTHER BSH provided materials				

13. CHANGE CLASSIFICATION

14. APPROVALS

RESPONSIBILITY	INIT	NAME (PRINT)	DATE	RESPONSIBILITY	INIT	NAME (PRINT)	DATE
ORIGINATOR		Mike Liu	10/12/13				
Draftsman	JAG	Jon Genova	10/28/13				
Check	SLM	Stan Mounce	10/ /13				
DER	SW	Scott West	10/ /13				

15. DISTRIBUTION

NAME (PRINT)	LOCATION	QTY	NAME (PRINT)	LOCATION	QTY	NAME (PRINT)	LOCATION	QTY

Procedure

1. Clean the reworked area per 767-300 SRM 51.
2. Fabricate two repair shims from 0.071" thick Alclad 2024-T3 (Figure 4).
 - a. Maintain a minimum 2D edge margin.
 - b. Maintain 63 Ra surface finish.
 - d. Deburr or break all sharp edges of the repair parts 0.015R to 0.030R.
3. Apply chemical conversion coating and one coat of BMS 10-11 Type I primer to repair shims IAW B767-300 SRM 51-20.
4. Bond the repair shims to the fuselage initial skin with BMS 5-95 sealant as shown in Figure 3. Edge seal all shims and existing repairs.
5. Apply top coat and CIC per B767-300 SRM 51-20.
6. After installation of shims, re-install existing body fairing per Boeing 767-300 AMM. In areas of repair and shimming, screws with longer grip length are required to attach fairing - see Figure 5. (Note: Longer fasteners being installed must not penetrate pressure dome nut plates).
7. Edge seal all body fairings after installation per Boeing 767-300 AMM.

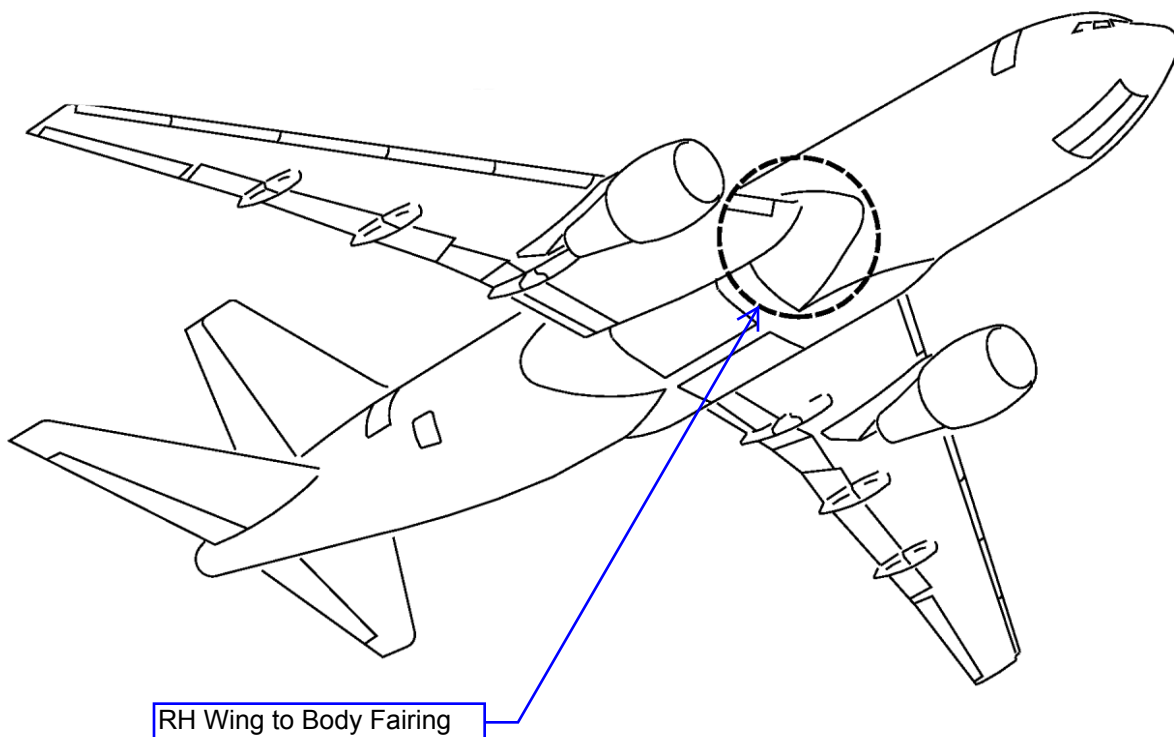


Figure 1. Fairing shim area identification

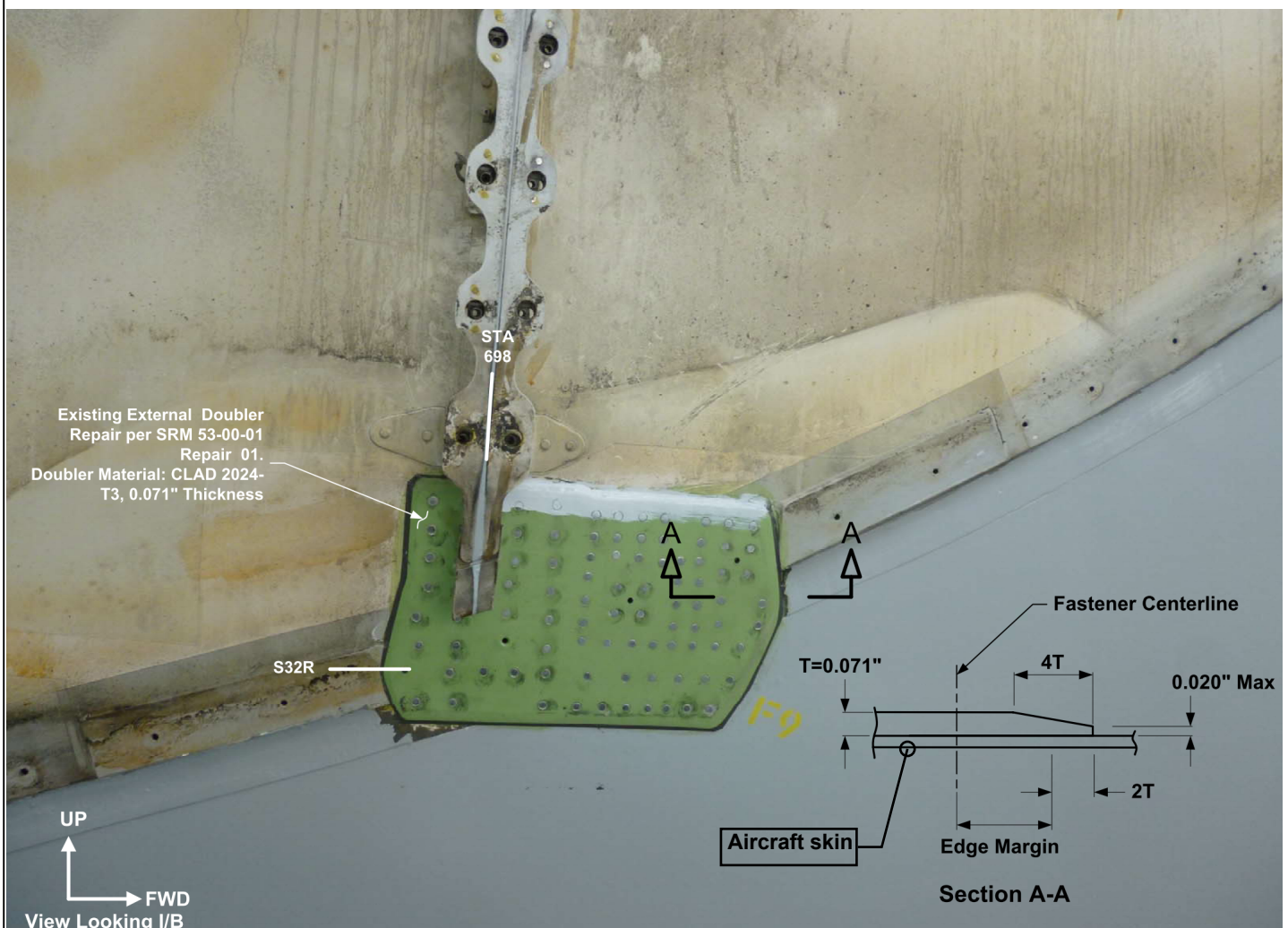


Figure 2. Showing profile of existing shim

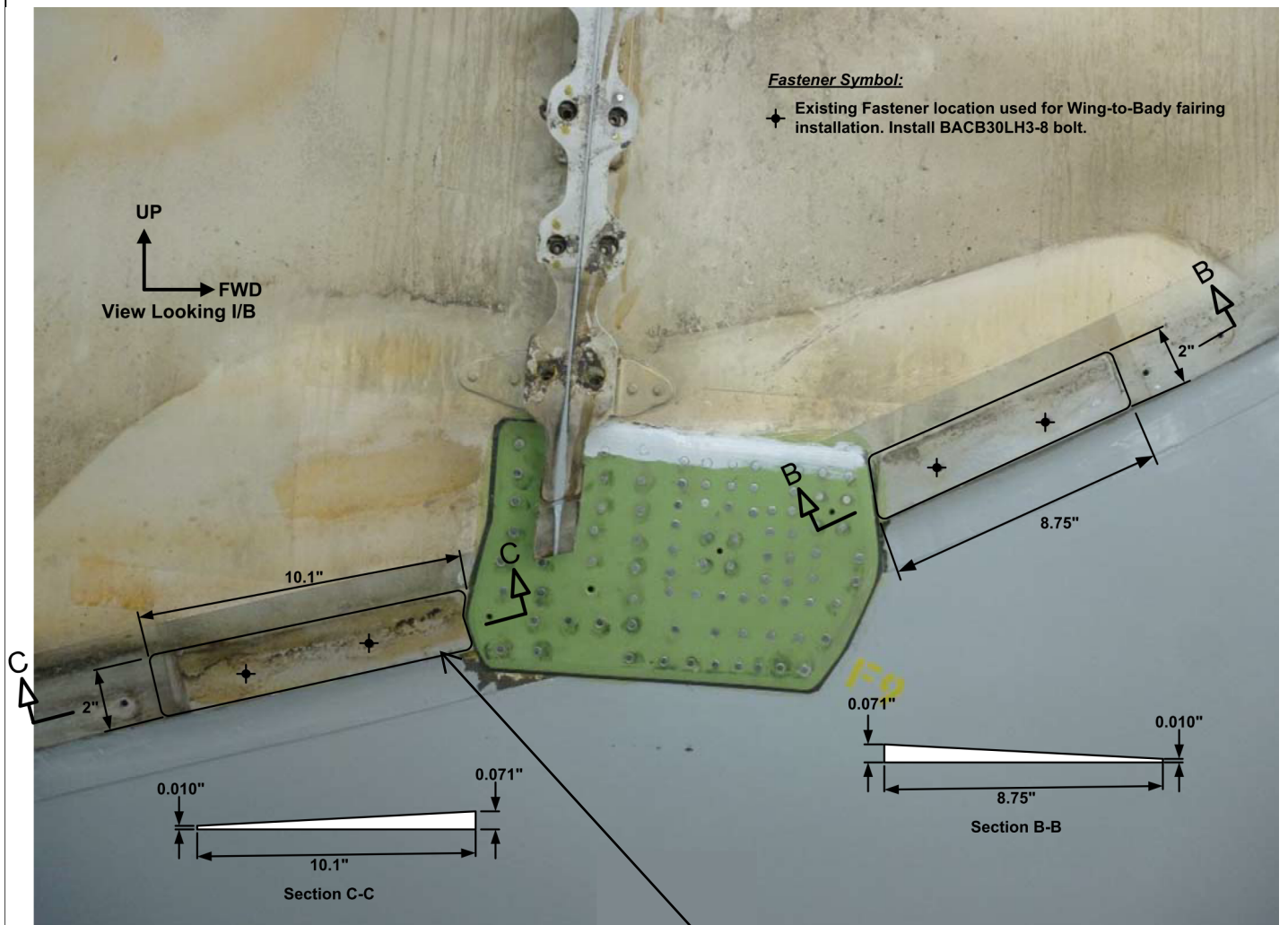
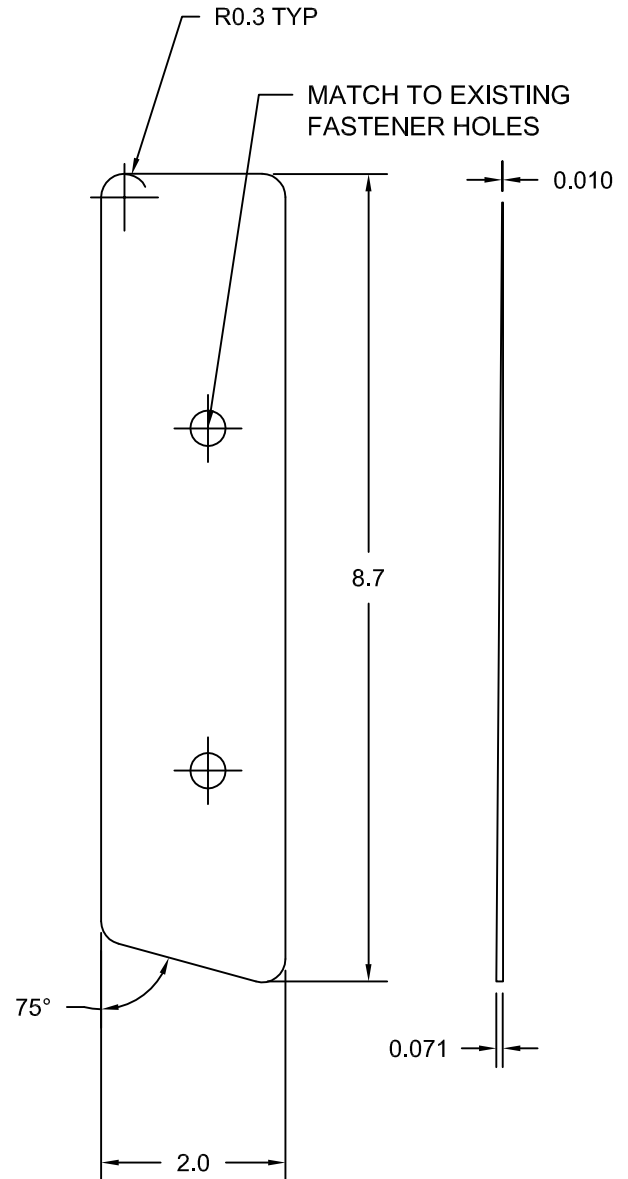
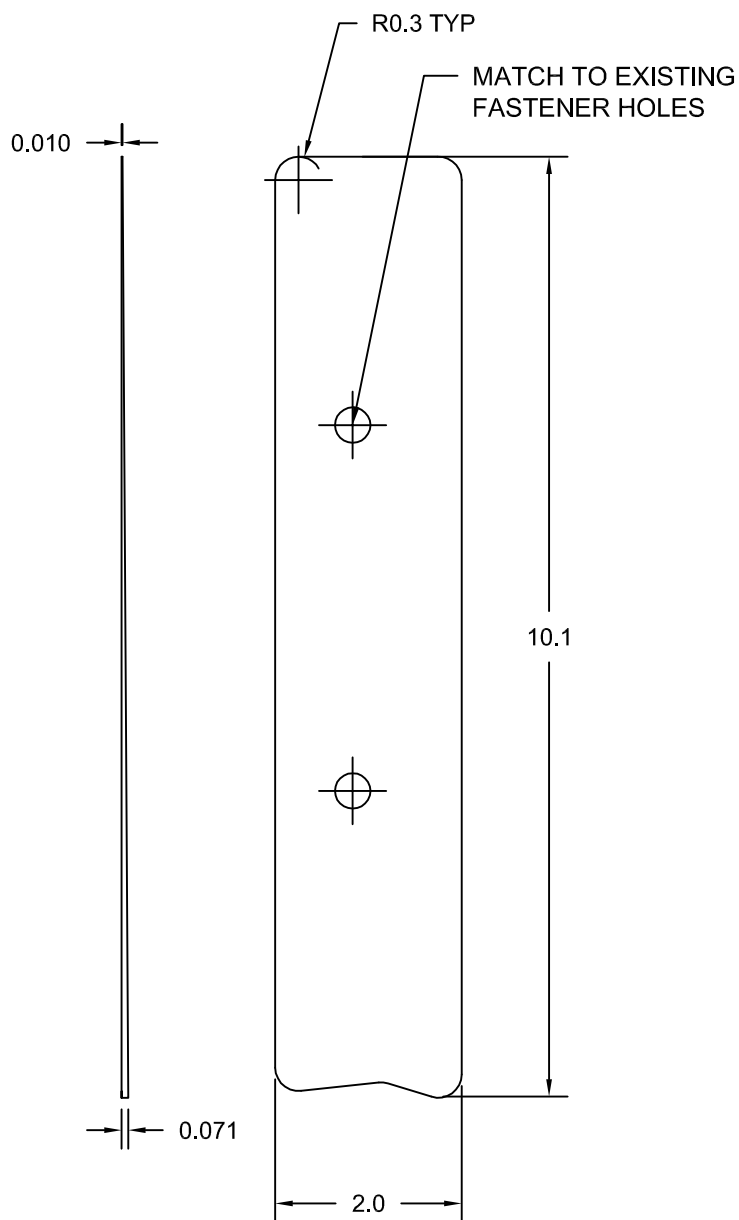


Figure 3. Showing tapered shim installation

Bond shims in place with
BMS 5-95 sealant

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Material: .071 inch thick Alclad 2024-T3

Figure 4. Showing tapered shim fabrication details

DRAWING NO:

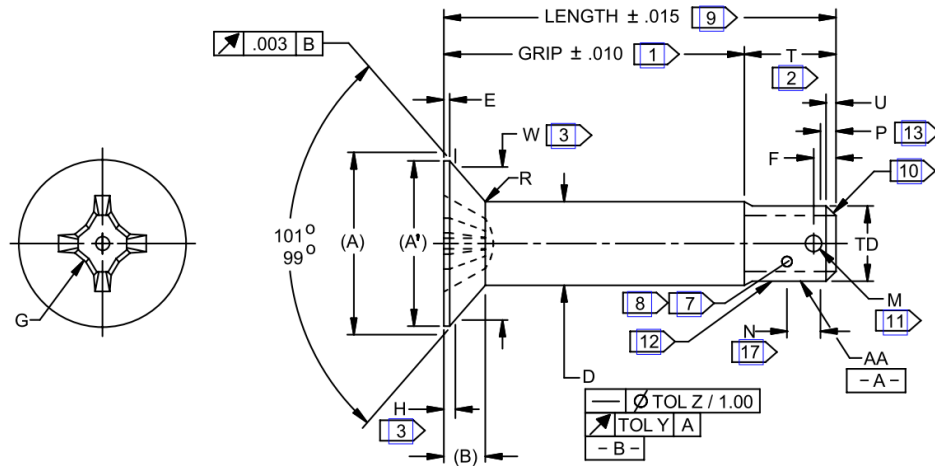
SHEET 6 OF 7

Boeing Proprietary
Basic Control

***** PSDS GENERATED *****

**FOR STATUS OF INACTIVATION
SEE APPLICABILITY BLOCK**

BCA	F	BDS	P							
NEW DESIGN APPROVAL: P=PARTIAL, F=FULL, N=NONE										



DIMENSIONING AND TOLERANCING PER [ANSI Y14.5M-1982](#).

DIMENSIONS IN INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS APPLY AFTER FINISH OR SOLID FILM LUBRICATION UNLESS OTHERWISE SPECIFIED.

TABLE I NOMINAL

BOEING STANDARD NUMBER BACB30LH 14	AA NOMINAL THREAD SIZE UNJF-3A 12	Ø A TO SHARP CORNER 21 REF	Ø A' MIN 21 REF	B 21 REF
2	.1640-32 4	.334	.295	.072
3	.1900-32	.383	.337	.083
4	.2500-28	.510	.455	.112
5	.3125-24	.637	.574	.139
6	.3750-24	.765	.691	.167
7	.4375-20	.892	.809	.195
8	.5000-20	1.019	.927	.222
9	.5625-18	1.146	1.047	.250
10	.6250-18	1.280	1.168	.281
12	.7500-16	1.538	1.404	.333

TECHNICAL CHANGES IDENTIFIED BY REVISION BAR.

DATE 23-SEP-1965 REV (AJ) 27-AUG-2013

CAGE CODE 81205

BACB30LH

SH 1

BOLT,

**100 DEG HEAD, CROSS RECESS, 95
KSI SHEAR, SHORT THREAD, A286
(NOMINAL AND OVERSIZE)**

BACB30LH

SH 1

BOEING PART STANDARD



ENGINEERING ORDER

DRAWING NO: _____

SHEET 7 OF 7

Boeing Proprietary
Basic Control

***** PSDS GENERATED *****

FOR STATUS OF INACTIVATION
SEE APPLICABILITY BLOCK

TABLE I NOMINAL (CONTINUED)

BOEING STANDARD NUMBER BACB30LH [14]	Ø D							
	BEFORE FINISH					AFTER FINISH		
	CHROME PLATED	CADMIUM PLATED		ALUMINUM COAT OR SOLID FILM LUBRICATION	ALL CODES [16]	ALL EXCEPT PASSIVATION ONLY	PASSIVATION ONLY	
	MAX	MIN	MAX	MIN	MIN	MAX	MIN	MIN
2	.1590	.1575	.1625	.1619	.1621	.1635	.1625	.1630
3	.1850	.1835	.1885	.1879	.1881	.1895	.1885	.1890
4	.2450	.2435	.2485	.2479	.2481	.2495	.2485	.2490
5	.3075	.3060	.3110	.3104	.3106	.3120	.3110	.3115
6	.3700	.3685	.3735	.3729	.3731	.3745	.3735	.3740
7	.4325	.4310	.4361	.4354	.4356	.4370	.4360	.4365
8	.4950	.4935	.4985	.4979	.4981	.4995	.4985	.4990
9	.5570	.5555	.5605	.5599	.5601	.5615	.5605	.5610
10	.6195	.6180	.6230	.6224	.6226	.6240	.6230	.6235
12	.7445	.7430	.7480	.7474	.7476	.7490	.7480	.7485

TABLE I NOMINAL (CONTINUED)

BOEING STANDARD NUMBER BACB30LH [14]	E MAX	F ±.010 [11]	G CROSS RECESS [23]	H GAGE PROTRUSION [3]		Ø M +.005 -.000 [11]	N [17]	P [13]	R RAD	
				NOM	±TOL				MAX	MIN
2	.012	--	2	.0190	.0014	--	.156	.094	.020	.010
3	.015	.117		.0215	.0015	.070	.178	.107		
4	.018	.116		.0305	.0017	.076	.208	.125		
5	.021	.175	4	.0360	.0018	.106	.250	.150	.030	.015
6	.025	.161		.0420	.0019		.278	.167		
7	.028	.216		.0445	.0025		.312	.188		
8	.031	.186		.0505	.0025	.141				
9	.034	.171	5	.0565	.0026					
10	.038	.203		.0660	.0031					
12	.044	.128		.0750	.0035					

NOTES

[1] TO DETERMINE THE GRIP LENGTH NUMBER, DIVIDE THE NOMINAL THICKNESS OF PARTS BEING JOINED BY .0625. ROUND OFF DECIMALS TO NEXT LARGER WHOLE NUMBER.

BACB30LH
SH 2

BOLT,
100 DEG HEAD, CROSS RECESS, 95
KSI SHEAR, SHORT THREAD, A286
(NOMINAL AND OVERSIZE)

BACB30LH
SH 2

BOEING PART STANDARD