

AMENDMENT RECORD

No. AS41100™-AR

for
Drawing Standard
No. AS41100-109™



Aerospace Standards Part Qualification Program

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Doc issue & issue date	Ref : View, Fig, Para , Table etc	Description & Reason of change	Sponsor / Company
Issue 6 January 2012 (note – this AR doc did not exist prior to this issue)	Sheet 1, Table	In 2001 Lisi Aerospace requested that the maximum material thickness of the Nut basket be increased from 0.020in to 0.025in. This was for two reasons. The first being to ensure the basket would meet the torque out requirements of NASM25027 and the second being that 0.020in thickness material was becoming difficult to obtain. This issue (issue 6) of the drawing was drafted to increase the maximum material thickness (Dim H) for AS41104, from 0,58 (0.023“) to 0,71 (0.028“). As the thicker material required a slightly larger bend radii, Dimension E maximum was increased from 5,72 (0.225“) to 5,84 (0.230“). Rolls-Royce conducted tests to prove the performance of the thicker basket and the results were recorded in report ESD8966. Unfortunately, the drawing (Issue 6-2001) drafted at the time, and tested to by Lisi Aerospace, was never published by the ADS (previously known as the SBAC). From 2001, LISI have continued to manufacture AS41104 to the unpublished Issue 6. This drawing is now urgently required by the Aerospace Industry to cover the use of the LISI parts as manufactured since the covering report ESD8966 was issued in 2001. Due to the urgency of the requirement, the drawing is being issued on its original SBAC format. Issue 7 will be issued forthwith to provide the drawing in the new ADS format.	Ian Stevenson (Rolls-Royce)
Issue 7 Oct 2012	AR Doc General Drawing Outline Views and Table	This AR Document, previously Issue 1, now reflects the same Issue status as its parent standard i.e. Issue 7. Format updated to reflect latest ADS logo and company name. The title has been expanded to include the words “clip” and “floating” to more adequately describe the nuts. Sheets 2 and 3 transposed to keep Outline Alternative Designs all contiguous. The drawing has been amended to bring it into-line with TS66 issue 6 presentation requirements which includes the reordering and repositioning of some notes. New dimension J applied to the outline views and table to better define and control the space envelope of the Clip part of the assembly. The tolerance applied to dimension C has been moved to apply to Dimension J. Dimension C clarified as only pertaining to the Nut Retaining Features and is now a Max dimension. To better define the 4th alternative design (sheet 2), the section view has been mirrored to align with other designs. A new top view has been added and View on arrow W changed from a top view to a bottom view.	Ian Stevenson (Rolls-Royce)

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