12 string, Be		RL	SN	K	FF
	3-7, S/N 0033-96	3347			
Bridge 17.8 v Bracing (weig	before holes — 293.4 w/bridge and bracin w/finish — 20.7 w/retainer bonded, ghts NA since they have all been trimmed — 7. 6 — 7.7	3 5			
3 - 4 -	- 5.1 7 - 10.9 - 11.1 8 - 5. - 7.4 9 - 6.9 - 11.3 . 72.2 (weighed) total Bridge brace - ?				
Rim 79.7					121
4/15/76 W	ide footprint braces on sets #3, 4, 5.	.25 .016/.015 .50 .031/.031 1.0 .064/.065 OK	.005/.005 .010/.011 .022/.022 tight	.050 tight	
#33-13					
added a "brid	cupped above the bridge — perhaps if we dge brace" above the bridge we could	W. 194	AAS TEE		
	is out. It <u>could</u> work because we can en R/L but not N/S.				
after the trac	in received 7/14/76 (almost a month de show) the action was up to .150 x .130 st 2 turns (by guess) to bring it down to only slightly high. The top was very flat				
strap knob (e	idge until approximately 3" above the even this wasn't bad). However the cup idge is probably about .150".				
#33-12 6/22/76					Œ
Has saddle re	elieved and slot laminaced.	.25 .019/.017 .50 .037/.034 1.0 .077/.071	.009/.008 .018/.016 .036/.033	.070	
#22.11			N= 10 =		
#33-11 6/21/76 Remove brid	ge brace and extend #5.				
#33-10 6/18/76					ā)
Fill rim with Bubble meas	ured @	•			is
1" below I	09. bridge was .120 – after laminac it was 15.				
3" 4"	.260 .21 .290 .21				
5"	.230 .20		1 31		(ب
6" Aver	.15190 .15 age improvement of .042 from laminac on	0	ing w		
Avera		XA .			
	(continued	3)			

56					
. *	i i	RL	SN ·	K	F5
#33-9		VI Eg	121		76
6/2/76 Because of cup and dish of top this guitar has had bridge brace added.	.25 .50 1.0	.016/.017 .033/.034 .066/.070 stides	.010/.008 .020/.017 .046/.035	.066	~78
#33-8 5/25/76 12 string cup — without string tension .085" above bridge .030" below bridge Super low action.				2	
Push lower right and upper left.	ıığ.	a day		101	VA.
With string tension on overnight the top caved to 1/8' above the bridge and bubbled to .156" @ 5½" below bridge.	,				5
#33-8	200		70		
5/13/76 Installed on guitar. The top is cupped above the bridge.	.25 .50 1.0	.020/.020 .039/.040 .081/.082+	.010/.009 .021/.017 .042/.034	.080	
#22.0	A. V.			100	
#33-8 4/27/76	Δ	14.7	İ		
More on #3, 4, 5.	.25 .50	.032/.031	.007/.007	.066	
	1.0	.063/.062	.031/.029		
#33-7	L	700			
4/27/76 Trimmed footprints on #3, 4, 5.	.25 .50 1.0	.015/.016 .030/.030 .062/.061	.006/.007 .014/.014 .028/.027	.064	
#33-6	1.0	,0027.001	.028/.027	12	
4/22/76 Pylon fixed. Carved much wood off #3, 4 and 5 in the radius and footprint surface.	.25 .50	.030/.030	.006/.006 .013/.013 .027/.026	.062	
Between this dash number and the previous one, I took off one heck of a lot of wood and made little or no change in the numbers. I think that there was so much wood in the original braces that the top was insensitive to testing changes. It should get better soon.	1.0	.063/.060	.0277.020	·	
#33-5 4/22/76					O.
Filed down all the braces. I think these numbers must reflect the broken pad of the pylon.	.25 .50 1.0		.007/.007 .014/.014 .029/.030	.060	Õ
(continue)	d)				

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#33 continued		2 M =			
		RL	SN	K	FF
# 33-4					19
4/20/76	00	014/015	007/000	OEO	
Filed the taper of #4 set in the north and also the taper of set #2, 3 and 5 in the south.	.25 .50	.014/.015 .031/.030	.007/.006	.059	
the taper of set #2, 3 and 3 in the south.	1.0	.062/.061	.027/.025		
	8 8				•
#33-3	8 . #	8 (8 # 11		×	
4/15/76	25	010/017	007/007	059	
Planed the length of #3 and 5. Tapered #4 in north and #1 at extreme south.	.25 .50	.016/.017 .033/.032	.007/.007	.058	
iii nortii ana ii i at extreme soatii.	1.0	.066/.065	.029/.030	32	
The state of the s					
#33-2	30.98	20 20	* 2 W		
4/15/76 Tapered ends of #2, 3, 4, 5 in south and sanded	.25	.017/.016	.007/.006	.054	
the length of set #3 and 5.	.50	.032/.030	.014/.012	.054	
and long and of the long and of	1.0	.065/.061	.029/.025		
	1,535	TUX W.S			
#33-1 4/15/76	Was		VEST		
4/15/76 Filed #4 set quite hard from bridge south and	.25	.015/.015	.007/.007	.5375	
small amount of length of #3 and 5.	.50	.030/.030	.013/.014		
	1.0	.064/.060	.028/.027		
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