

**DO NOT RIVET:**

- a) 7F3-4
- b) The holes for outlet 7C5-4
- c) 7F3-2
- d) Top front Longerons for 7F5-5 & 7F3-3SP

Note: The position of the Rudder Cable Outlet 7C5-3 along the lower Rear Longeron in front of the HT Frame 7F4-1

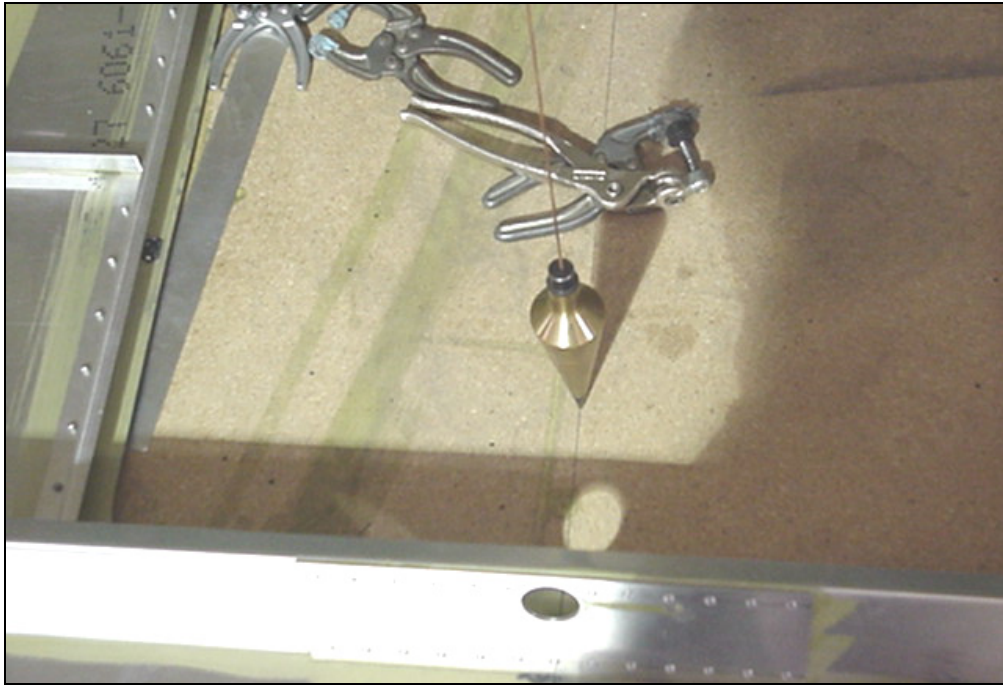
Debur the Top and Side Skin and Angles and cleco back together. Rivet the rear fuselage together.



Diagonal board to temporarily hold the fuselage square. CHECK: From a plumb line on Top Skin lines up with aircraft centerline on Bottom Skin.

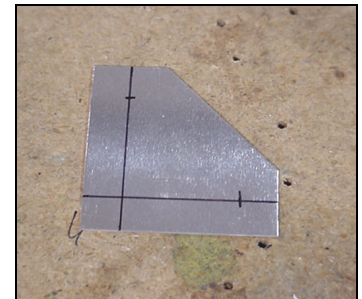
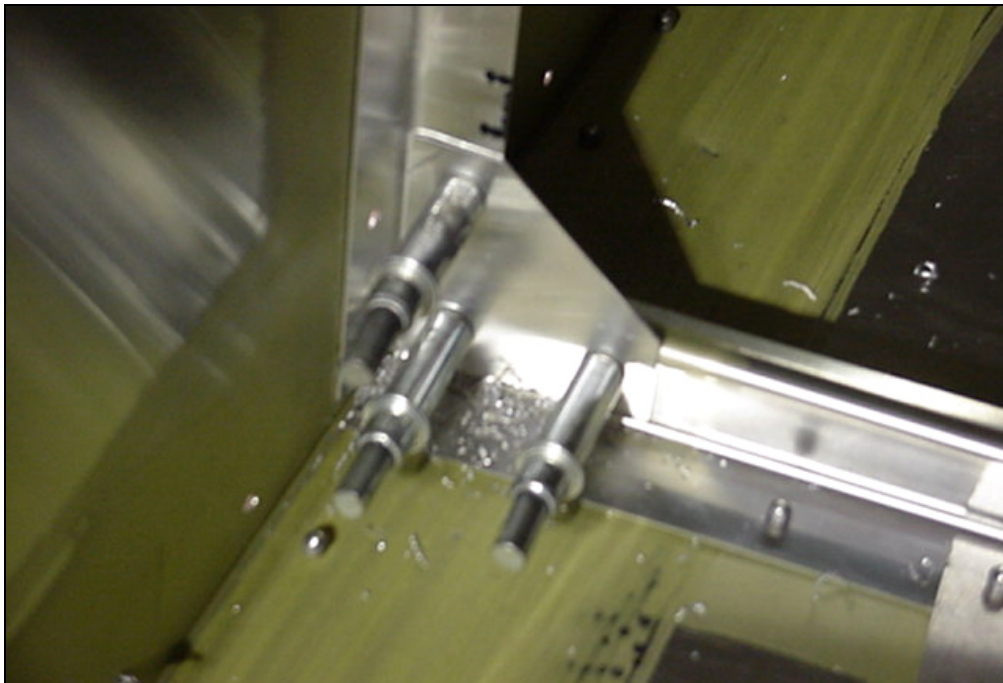
Gussets and Baggage Compartment Back (7F5-8) are now installed.

The Rear Fuselage will need to be squared. Using a 1x2 to hold the rear assembly square will work the best. To see if it is square, drop a plumb line from the Top Fuselage Skin centerline 7F2-1, to the Bottom Fuselage Skin centerline 7F2-3.



Double-check the Rear Fuselage by measuring corner to corner.

Notice the aircraft centerline with the plumb line.  
**PLUMB LINE:** Use a plumb line to check that the aircraft center line on the Top Skin is in line with the aircraft centerline on the Bottom Skin.



**7F3-2A**  
**Corner Gusset**  
 Qty: 10

Make 10 Gussets out of .025" extra Material, 50 by 50. Layout three A4 rivets in the Gusset and predrill with #40.

Photo of the Gusset in the corner of the Z angle and the first vertical L angles  
 NOTE: Gussets at the bottom only, the Baggage Back 7F5-8 replaced the Gussets at the top of the 'L' angles REF 7-F-6

To keep the fuselage square, the 1 x 2 will need to stay in place. To position the Gusset in the Rear Fuselage, you need to place padding on the Bottom Skin and get inside the Rear Fuselage to drill and rivet the Gusset in place. This is the only way to keep the rear fuselage square. The Gussets are positioned on the corners of the "L" Angle Frames and the front "Z" Angles. But not where the top of the Baggage Compartment Back 7F5-8 is located.



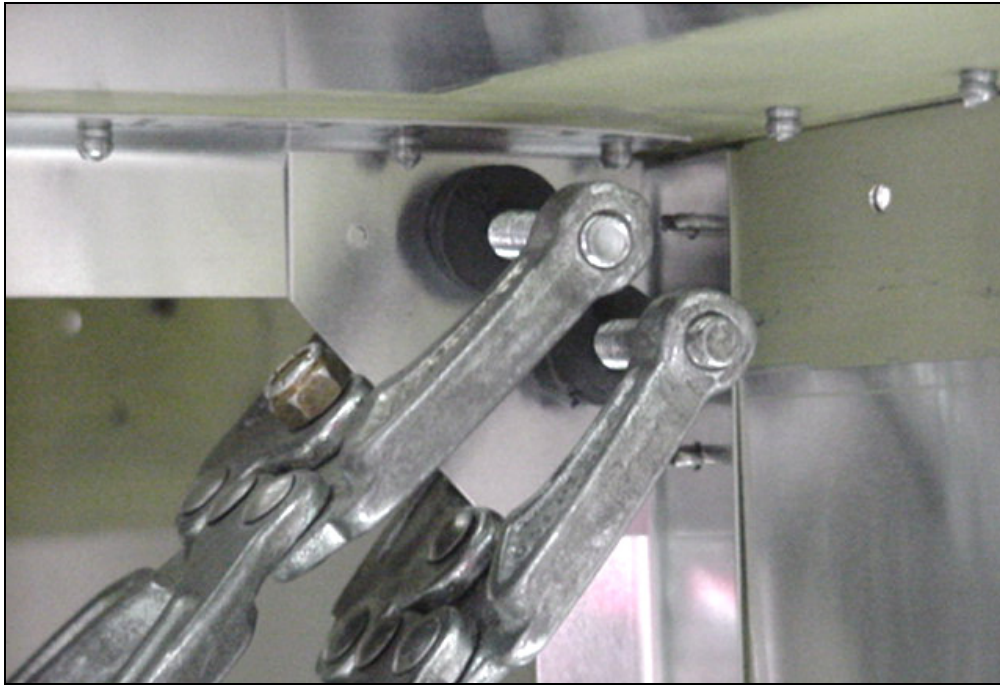


Photo of the Corner Gusset at the top of the vertical 'L' Angles and 'L' Angles on the Top Skin

Clamp and Drill the Gusset in place.

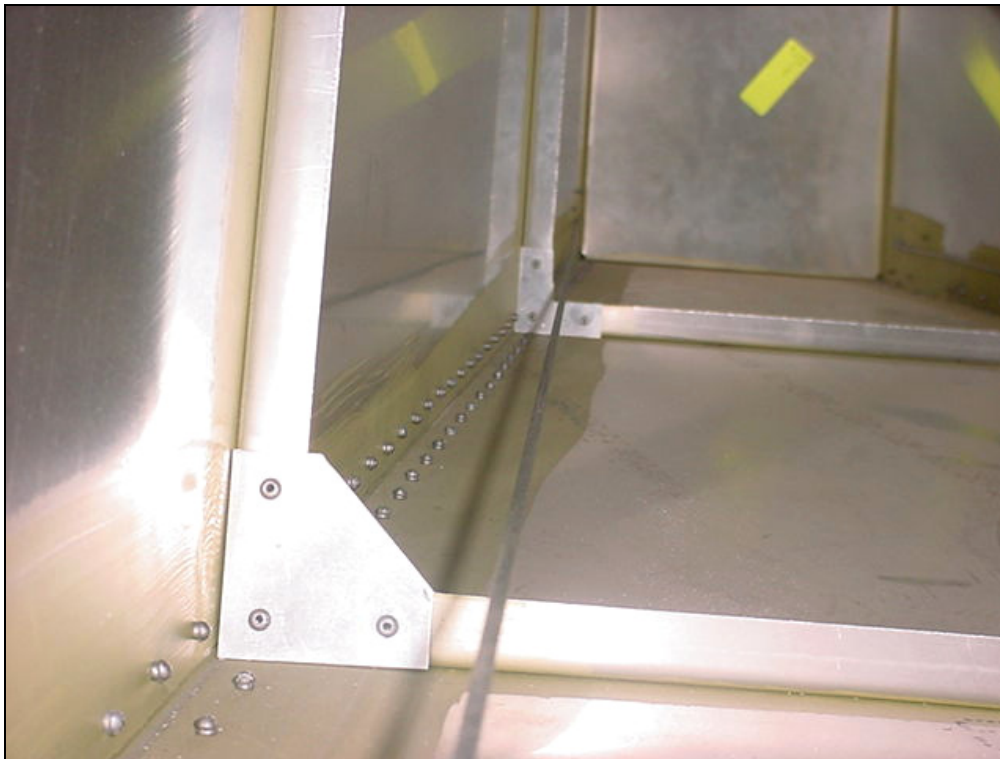
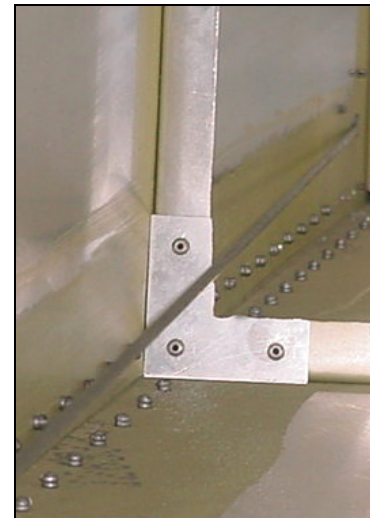
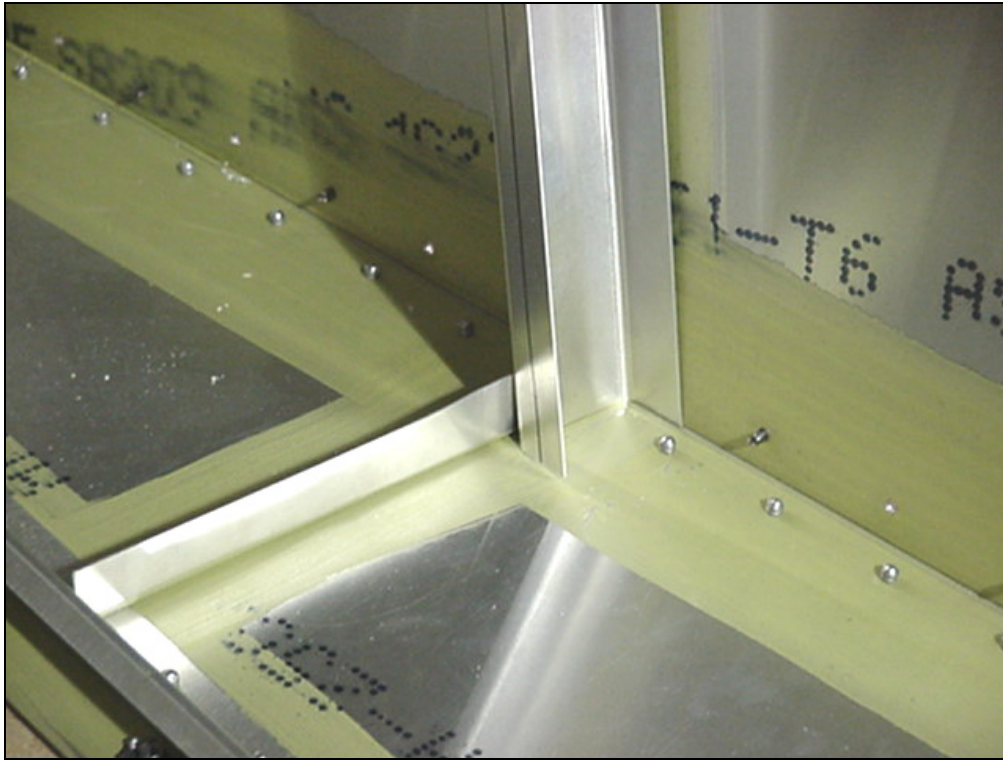


Photo of right side, bottom left and right Gusset (first Gusset in front of the Front HT Frame 7F1-4) cutout to make room for rudder cables. The Gusset is trimmed flush with the 'L' Angles.



Ref: Middle diagram on 7-F-3 (03/2003)



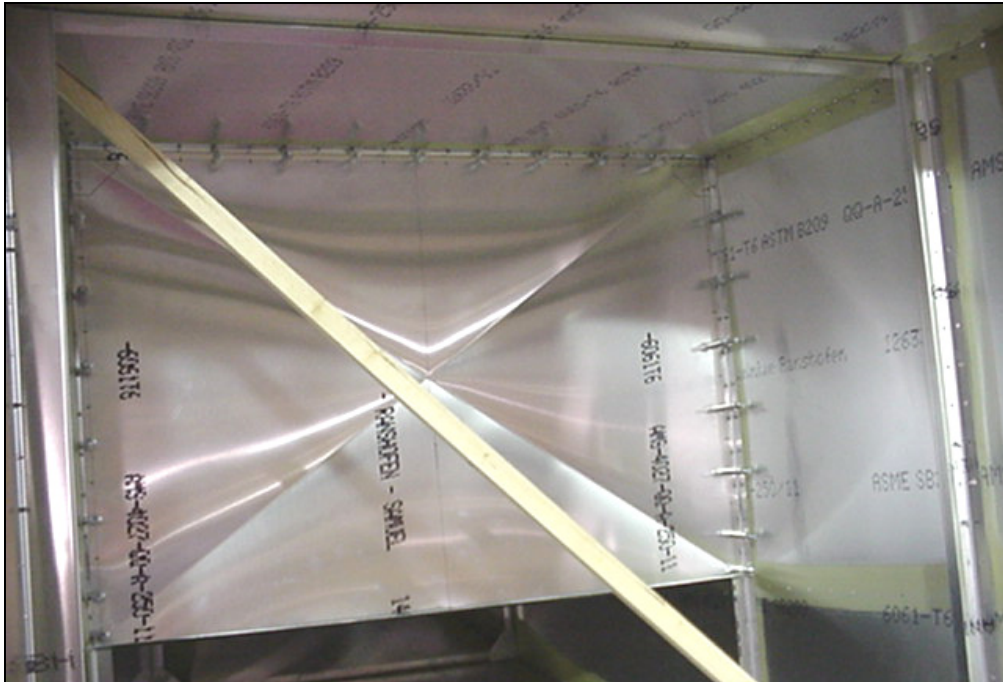
### 7F5-4 Uprights

#### 2 RIVETS A4

In Upright 7F5-4 and 'L' Angle (top diagram 7-F-6)

See Section 5 page 2 for the top end.

Position 7F5-4 Uprights on the predrilled Side Skin (DWG 7F3 & 7F6).



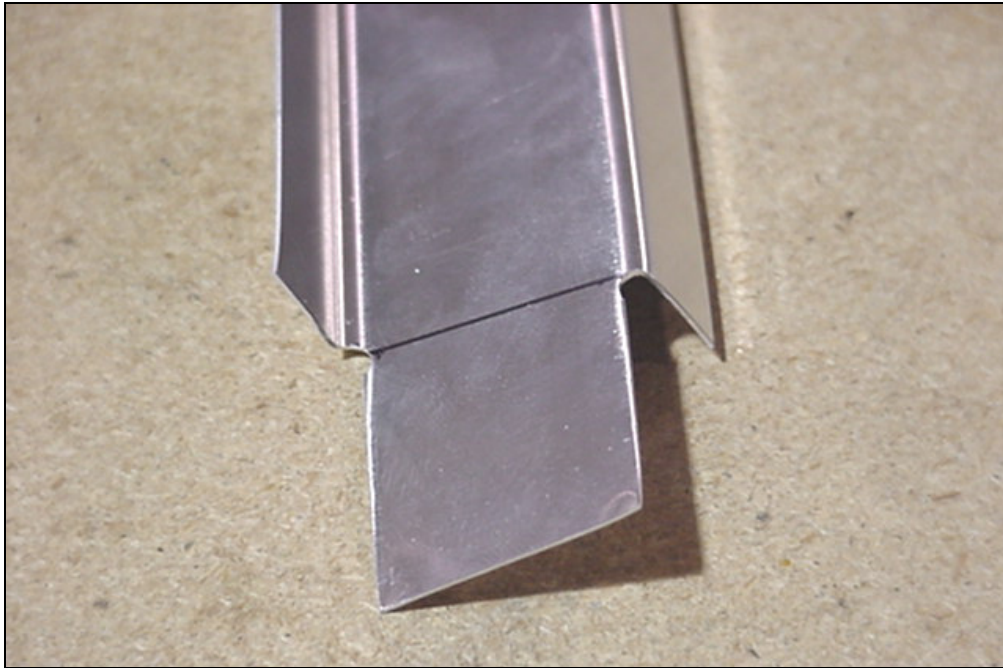
### 7F5-8 Baggage Compartment Back

Layout and predrill the Baggage Compartment Back pitch 40 on all sides.

Position the Baggage Back in place and clamp to the vertical 'L'. The 1x2 will still need to be in place until the Baggage Back has been drilled and cleco together. Before drilling check the plumb line. Once the Baggage Back has been drilled the Rear Fuselage will be square (DWG 7F6 & 7F8).



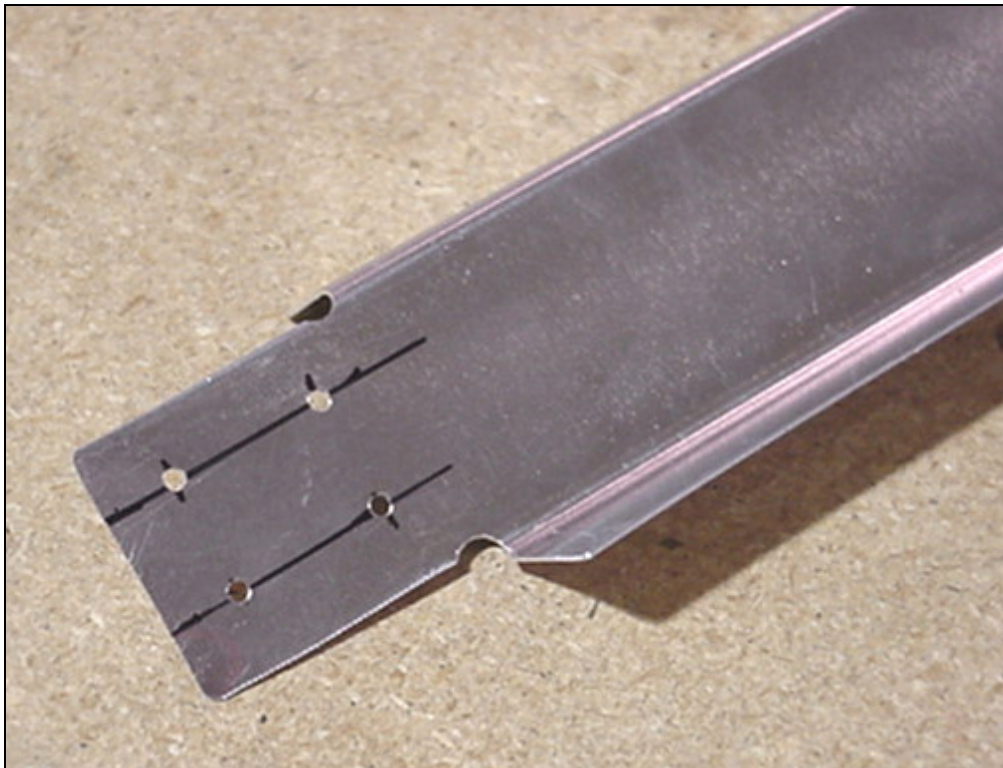




**7F8-10B Zee Channel**

Drill a 1/4" corner relief hole 40mm from the ends in the top and bottom radius. Cut the top and bottom flange to make room for 7F5-4 (cut the flange 40mm back).

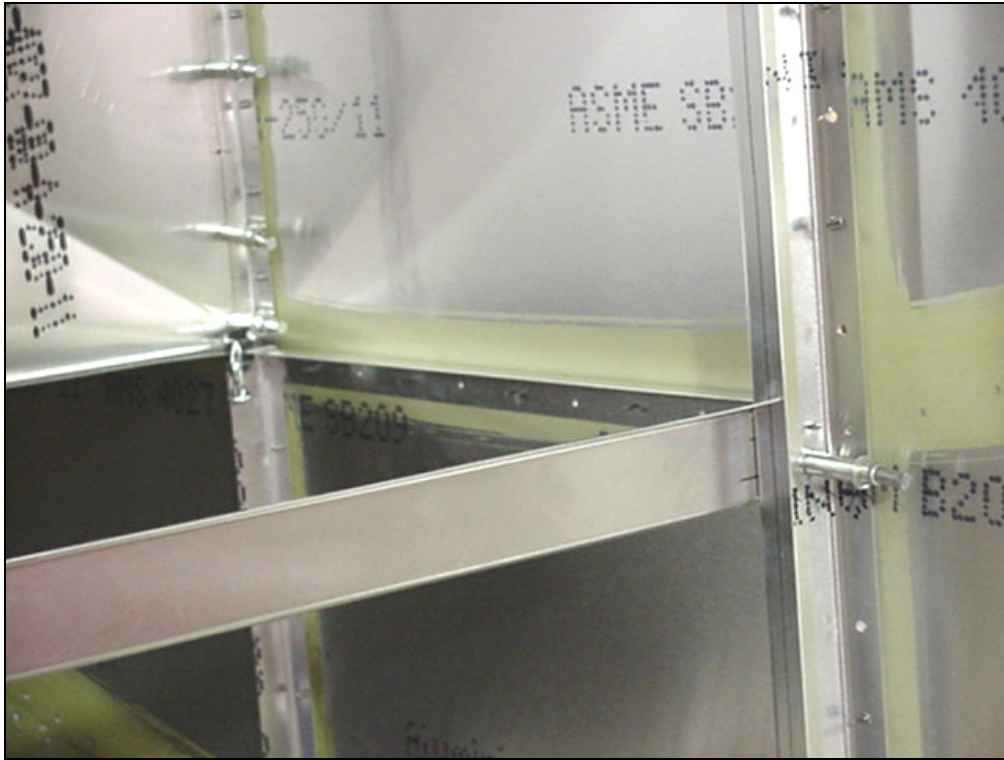
Zee Channel is position on the aft side of the upright 7F5-4



**7F8-10B Zee Channel**

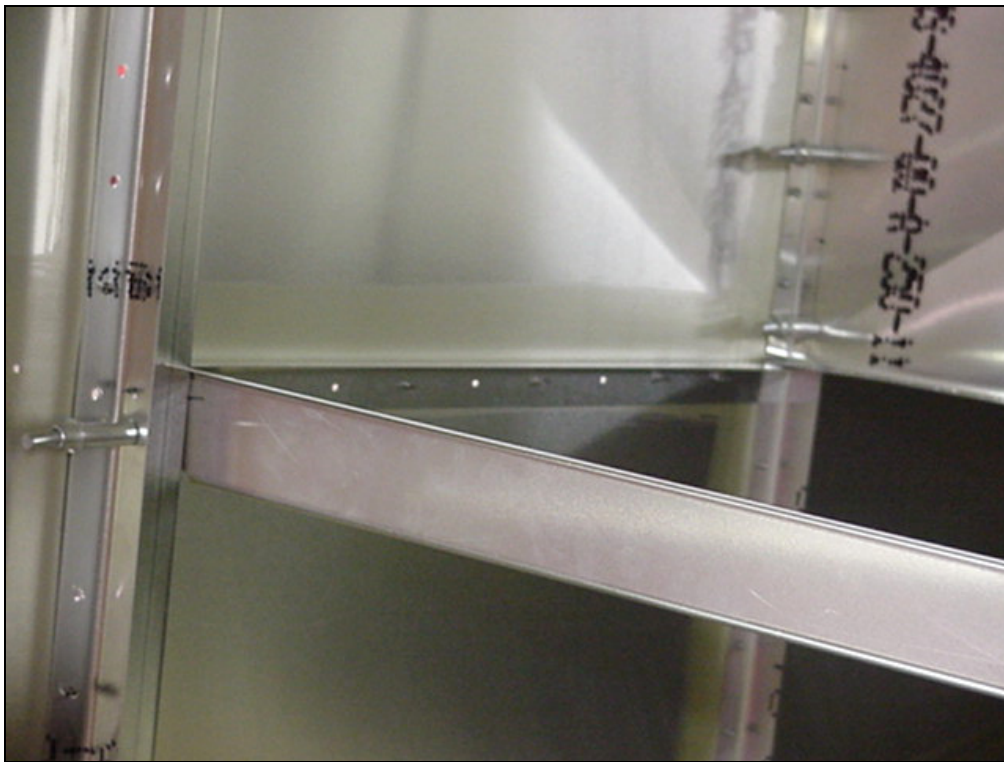
Pre-drill four holes on each side.





**7F8-10B Zee Channel**

The Zee Channel is position 540mm down from 7F5-4. The top edge will line up with the 'L' Angles on the side. Drill and cleco.



**7F8-10B Zee Channel**

Right side view



**7F8-9B Extended  
Baggage Panel**

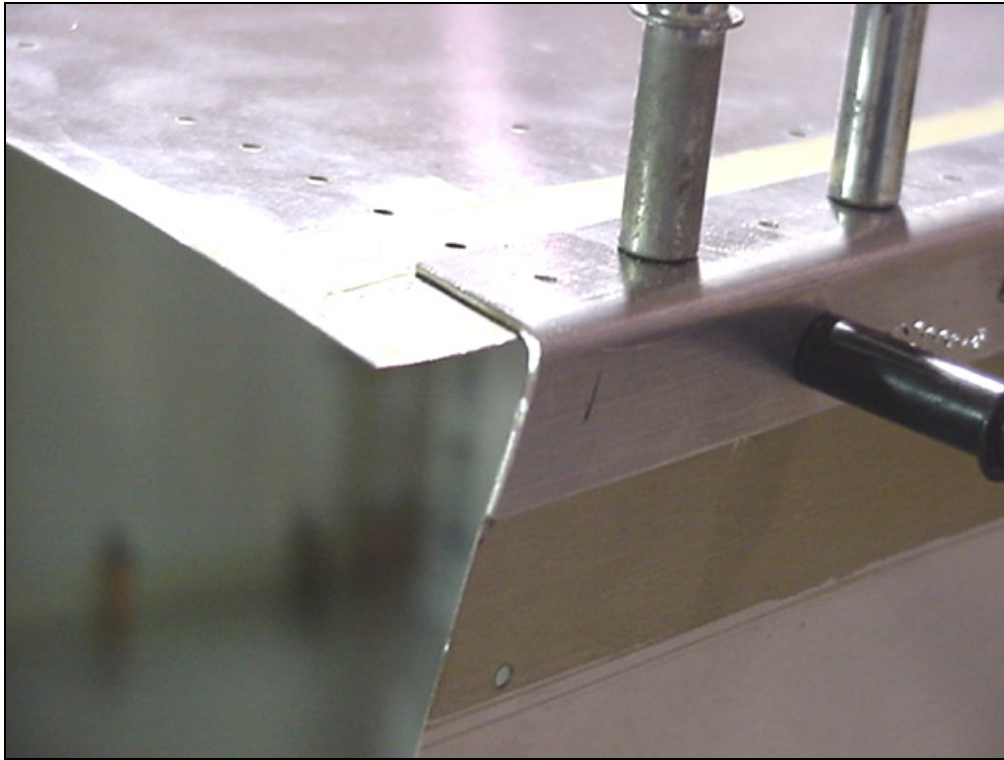
The Extended Baggage Panel is positioned on the back edge of 7F5-8 and on top of 7F8-10B. Measure the width from 7F5-4 on 7F8-10B, and layout these measurements on 7F8-9B and cut. Once it has been cut to proper size, layout the rivet pattern and predrill on all sides except for the front edge. This will be drilled with 7F5-7.



**7F8-9B Extended  
Baggage Panel**

Notice the panel clamped to the Zee Channel.





**7F3-1 Rear Fuselage Longerons**

Photo of top front longerons: The top flange is square to the to the bend

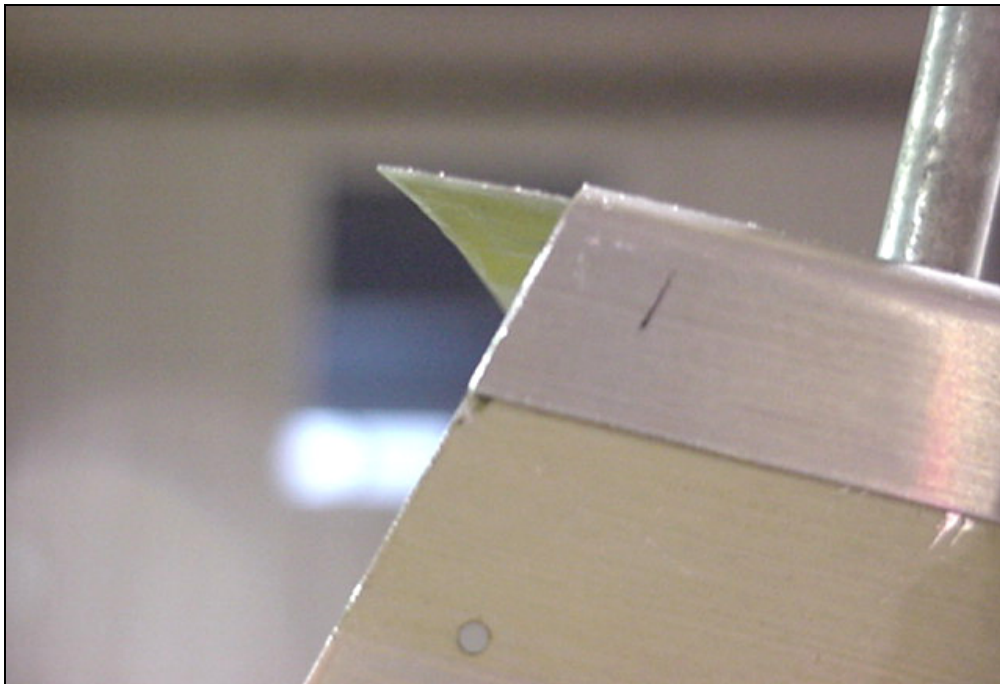


Photo of the front end of the Upper Longeron left side.

Note: the first hole in the Upper Longeron will be through the Side Channel 7F5-2SP

Cut the Front Longerons even with the front edge of the fuselage side skins.

Also trim the side flange of the Doubler 7F3-2 flush with the front edge of the side skin. Trim the bottom of the Doubler even with the front edge of the fuselage bottom skin.



**7F5-2SP Side Channel**

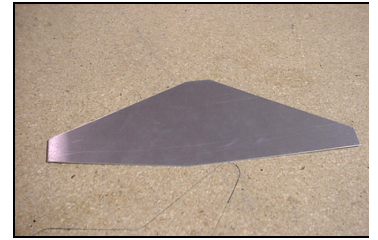
On one end of the Side Channel, mark and cut at 45 deg.



Note: the first hole in the Upper Longeron will be through the Side Channel 7F5-2SP

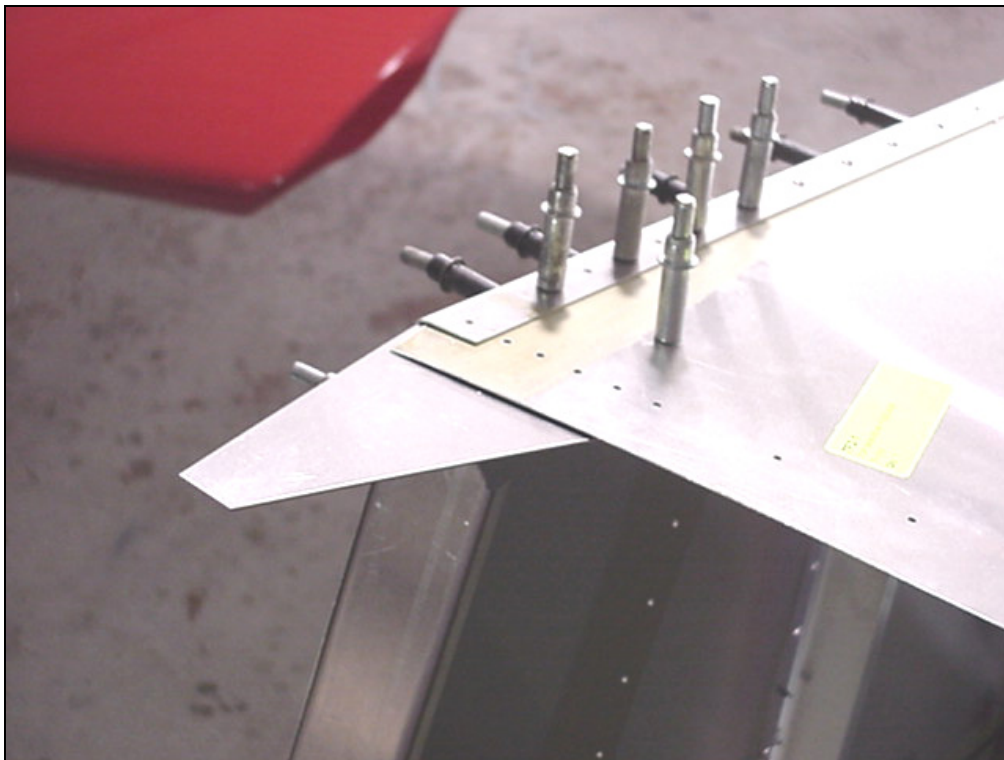
Position Side Channel 7F5-2SP along the front edge of the Fuselage Side Skins. Clamp and drill using the predrilled holes in the Side Skin. Before drilling check for proper edge distance.





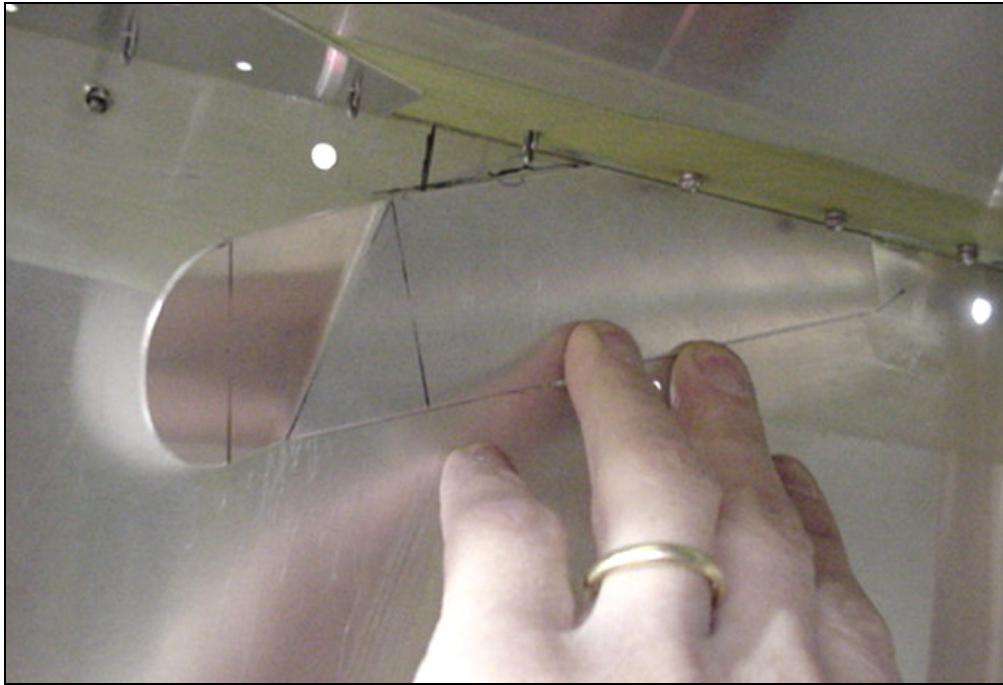
**7F3-3SP Top Longeron Gusset**

Position the Top Longeron Gusset on topside of the Rear Fuselage (DWG 7F5).



**7F3-3SP Top Longeron Gusset**

Drill and cleco the Gusset to the Fuselage.



**7F5-5 Shoulder Harness Attachment**

Radius the Shoulder Harness Attachment and position the Bracket on the Side Skin just behind 7F3-3SP Gusset. The Bracket will need to line up with the predrilled holes on the Side Skin.



**7F5-5 Shoulder Harness Attachment**

**3 RIVETS A5**  
in 7F3-1 & 7F2-2

**4 RIVETS A5**  
in 7F2-2

Drill and cleco. There are three A5 rivets on the top edge of the Bracket and three A5 on the lower section.