

7F5-6 Tapered Channel

ORIENTATION: The flange that is at 90 degrees to the front edge faces inboard.

File a slot to make room for I/B flange of 7F5-2SP.



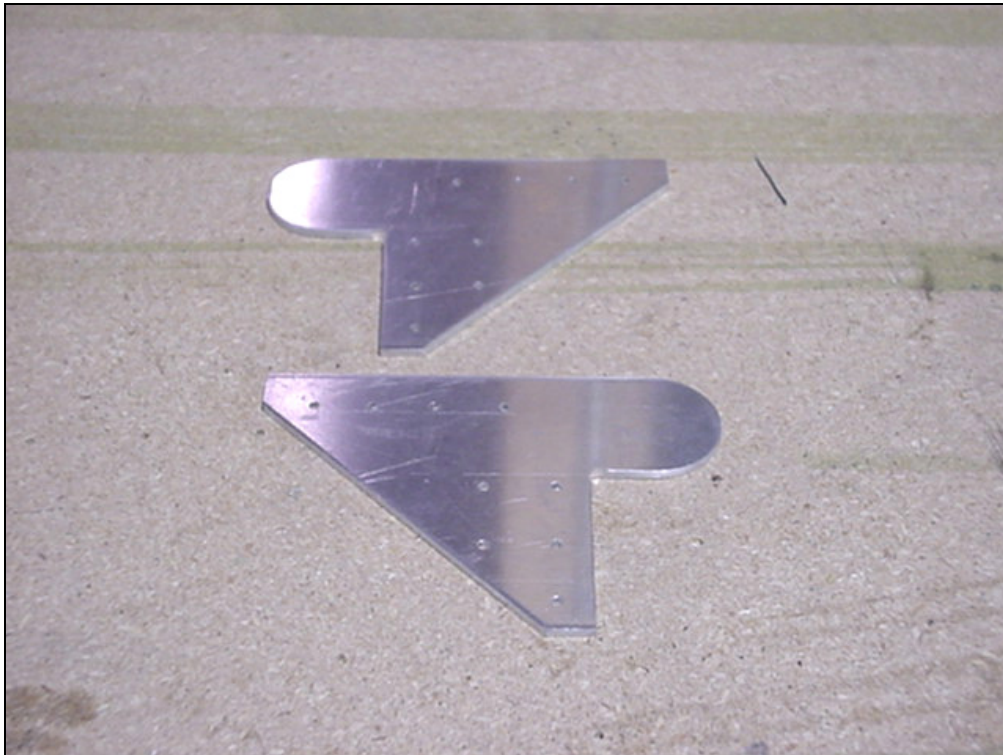
7F5-6 Tapered Channel

Position the Tapered Channel on the Side Skin, drill and cleco.



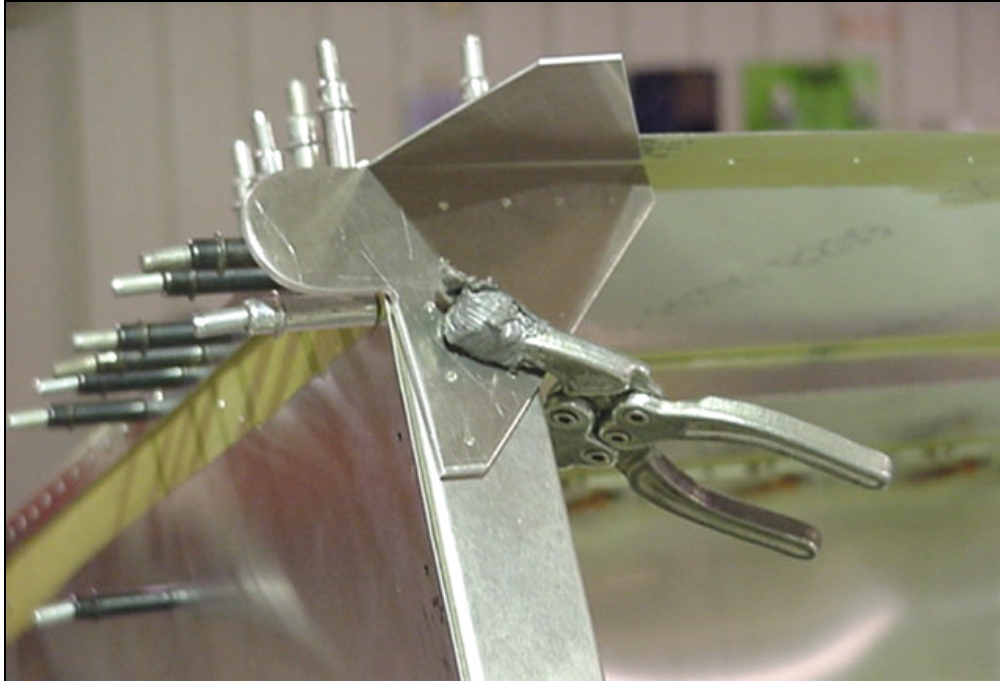
7F5-4 Uprights

On the top and bottom there will be two A4 rivets drilled.



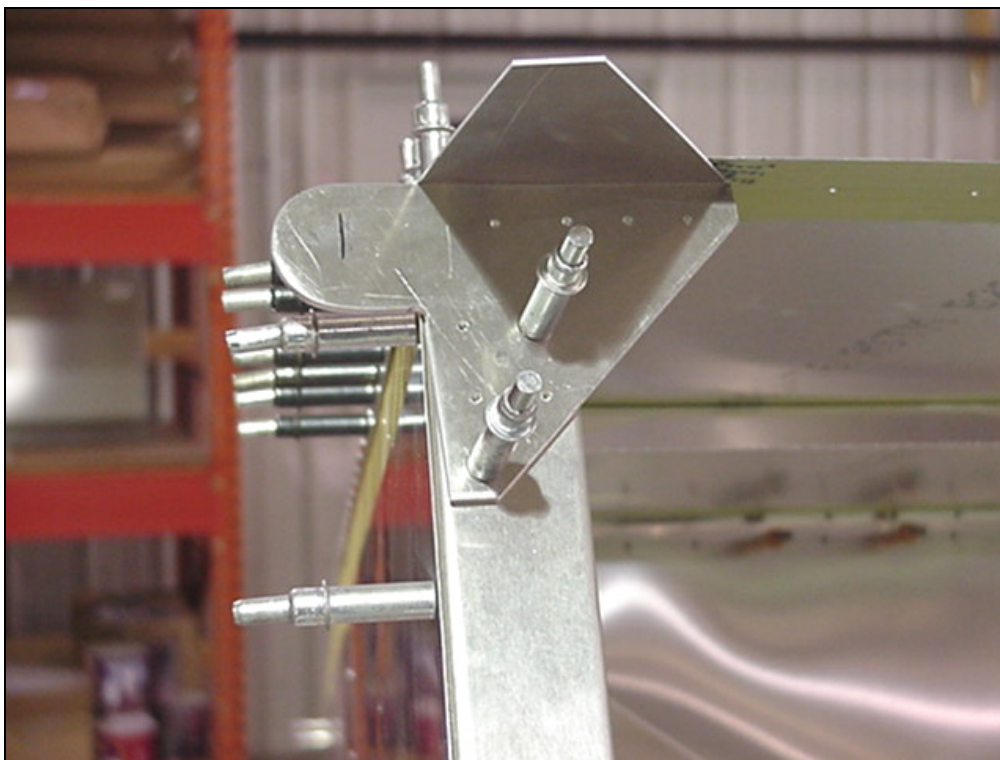
7F5-1SP Rear Wing Attachment

Layout and cut the Rear Wing Attachment Bracket. Predrill the Bracket with number 40 drill bit.



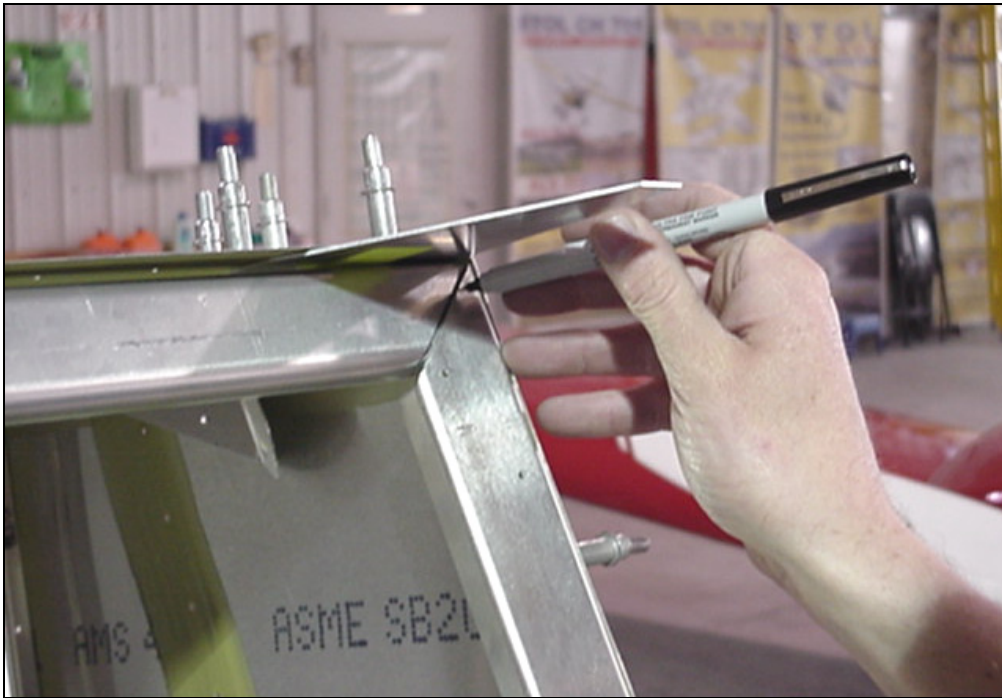
7F5-1 SP Rear Wing Attachment

Clamp the Rear Wing Attachment to 7F5-2SP. The Bracket will not be square on the Side Channel 7F5-2SP.



**7F5-1SP Rear Wing Attachment
7F5-2SP Side Channel**

Before drilling the Attachment Brackets to the Side Channel check to see that the distance in between the two Wing Attachment bolt holes are 1020mm apart see 7F12 drawing. Drill and cleco to the Side Channel.



7F5-3SP Top Channel

To cut the proper angle on the Top channel, position the Channel and mark a line using the Side Channel as a template.



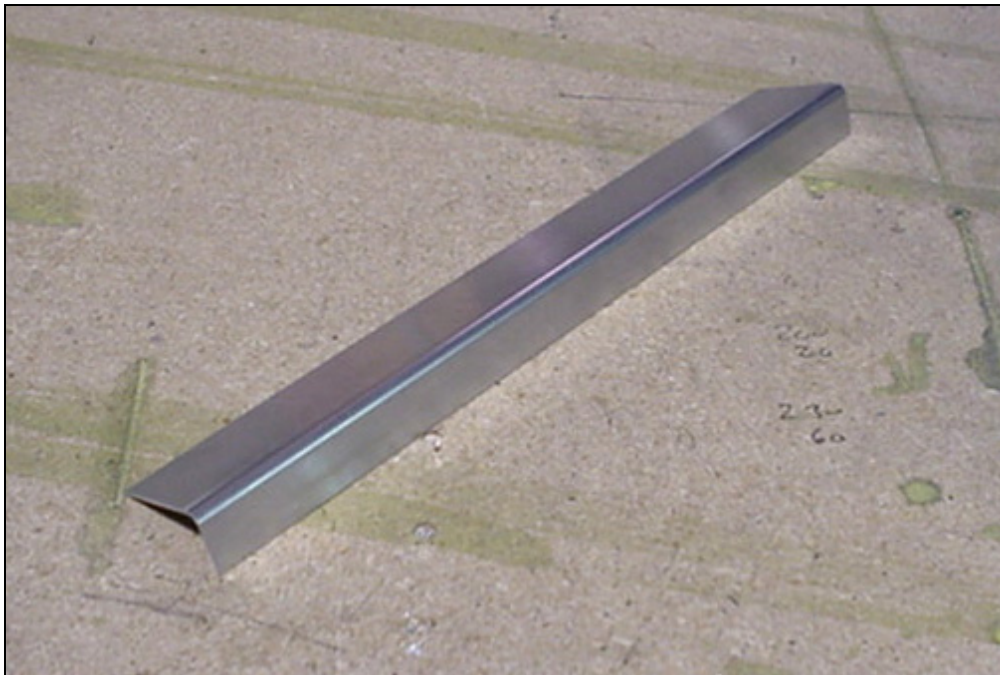
7F5-3SP Top Channel

Cut the Top Channel and file to smooth edge. Using snips will cut the Channel very well.



7F5-3SP Top Channel

Clamp the Top Channel behind the Rear Wing Attachment 7F5-1SP. Check that the Channel is up against the upper Longerons 7F3-1 (the ends of the Channel do not interfere with the bend radius of the Longeron). Drill and cleco the Wing Attachment to the Top Channel. Then drill the rivet line on the Top Skin through the Channel, first check for proper edge distance.



7F11-5 Uprights

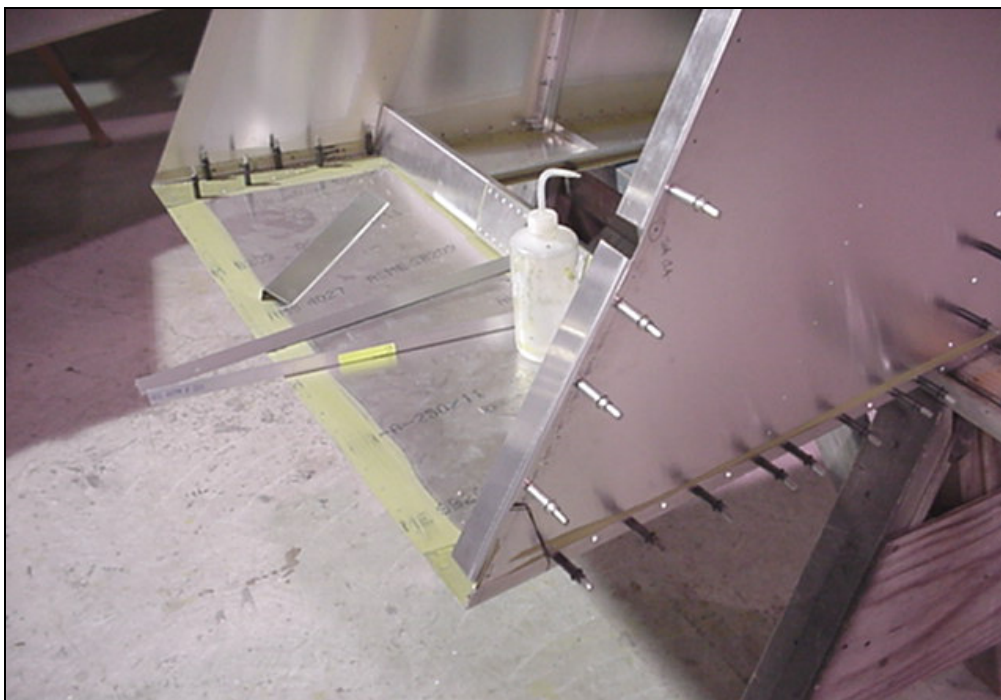
ORIENTATION: The flange is riveted to the Fuselage Side Skin. The web is in line with the Side Channel 7F5-2SP

Positioning the Uprights to the Fuselage Side Skin.



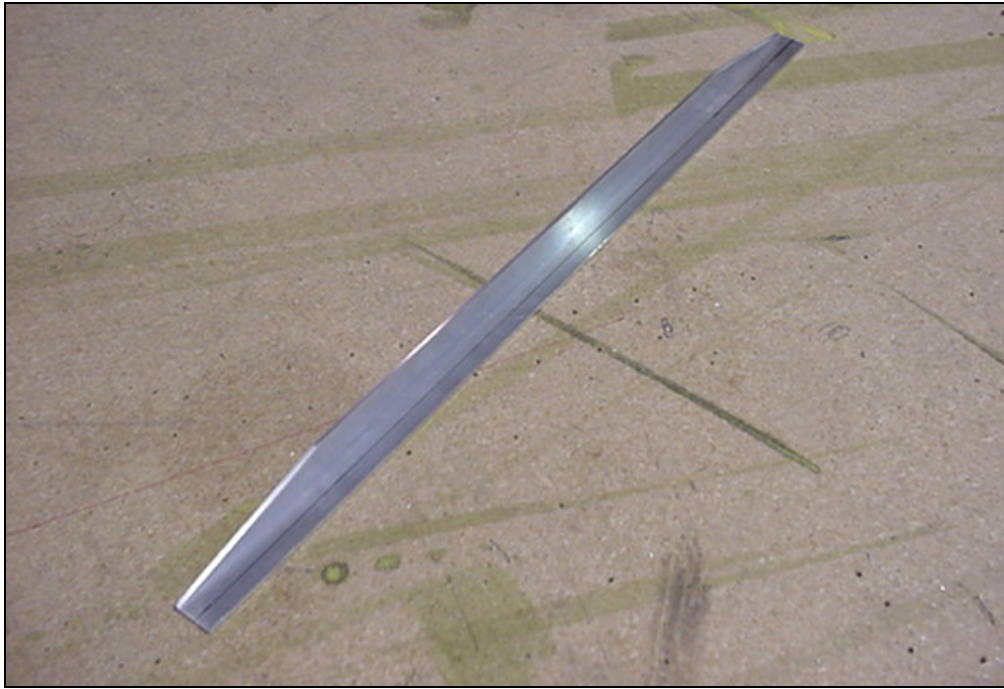
7F11-5 Uprights

The Uprights are position with the bottom Longerons. The side flange will have to be cut at an angle to fit proper.



CHECK: Before drilling 7F11-5 to the Fuselage Side Skin, lay a straight edge across the front (web) of the Side channel 7F5-2SP and the Upright 7F11-5 (The Upright Doubler 7F11-6 will be riveted across 7F5-2SP and 7F11-5)

Drill and cleco Pitch 25 (Fuselage Side Skin 7F2-2 to Upright 7F11-5)



7F11-6 Upright Doublers

ORIENTATION: The tapered flange point outboard

The Upright Doublers will need to be trimmed. Cut the angle 80mm from each end.



7F11-6 Upright Doublers

REF: 7-F-12

CHECK: The side of the fuselage is a straight line from top to bottom.

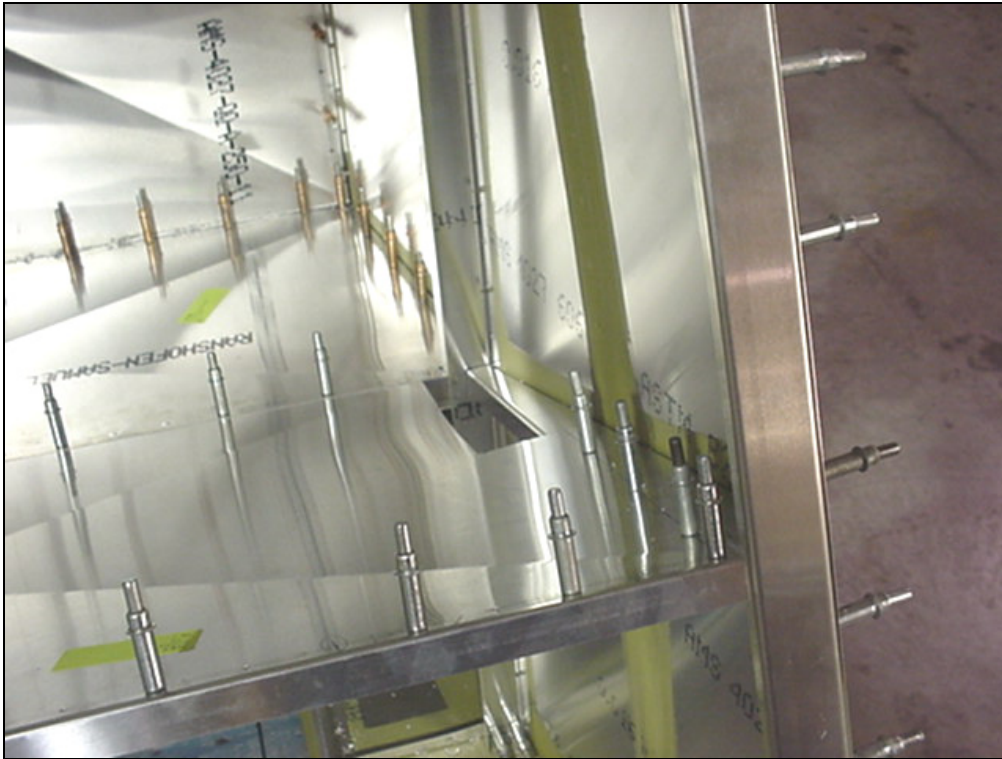
Note: the inboard edge of 7F11-6 is even with the inboard edge of 7F11-5 and 7F5-2SP (23mm between the side of the fuselage and the outboard edge of 7F11-6)

Position the Upright Doubler on the Side Channel and Upright. The Upright Doubler 7F11-6 is 195mm above the end of the Side Channel 7F5-2. There will be 13 A5 rivets through the Side Channel 7F5-2 and 14 A5 through the Uprights 7F11-5. Drill and cleco.



7F5-7 Baggage Floor

Layout and cut the Baggage Floor. On the front flange of the Baggage Floor there is Standard 'L' Angle located on the inside of the flange. Drill and Cleco A4 Pitch 40.



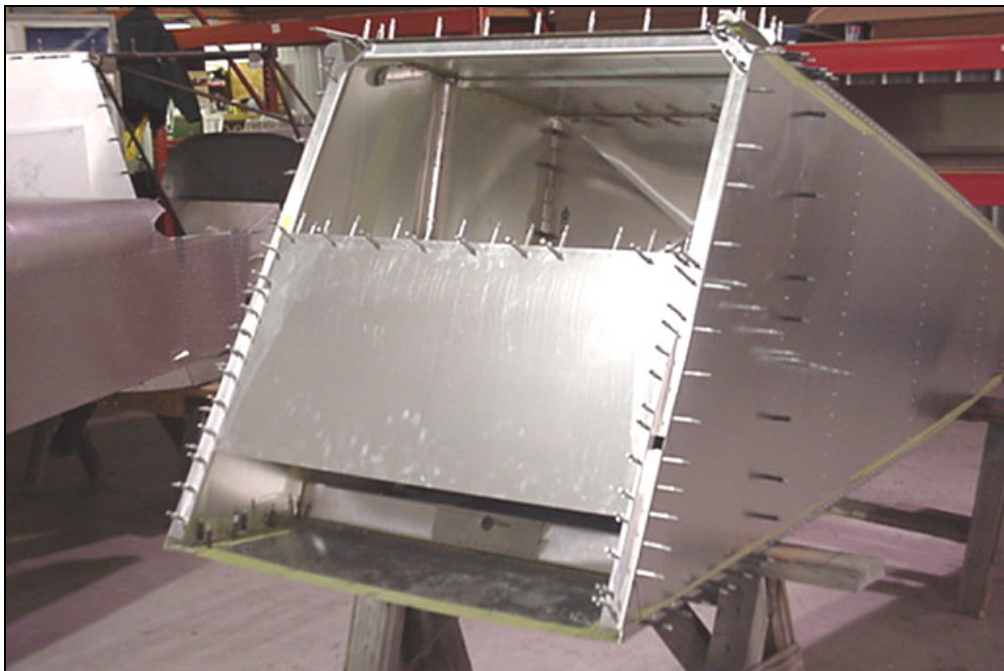
7F5-7 Baggage Floor

Position the Baggage Floor on top of 7F5-6 and 7F8-10B. Drill and cleco Pitch 40.



7F6-4 Seat Back

Cut the Seat Back to 7F6. Position the Seat Back flush with the Baggage Floor.



7F6-4 Seat Back

Drill and cleco the Seat Back. At this time the Baggage Compartment can be deburred and riveted together, but wait to rivet the Seat Back and Upright Doubler (7F11-6 & 7F6-4). This will make it easier to join the front Fuselage to the Rear.