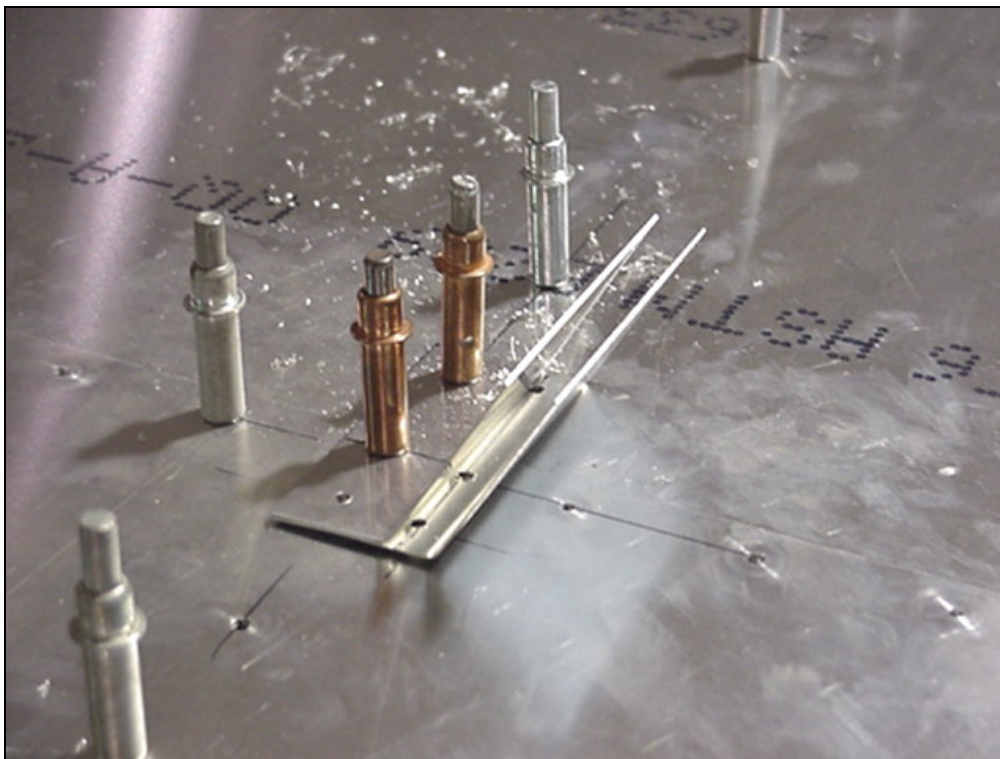
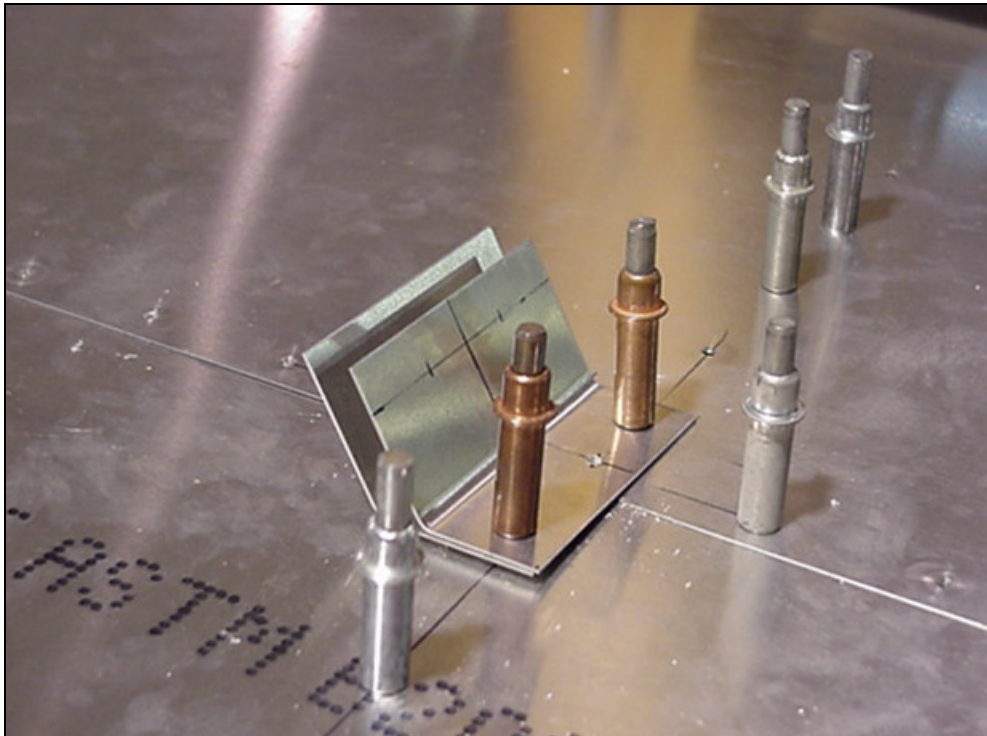
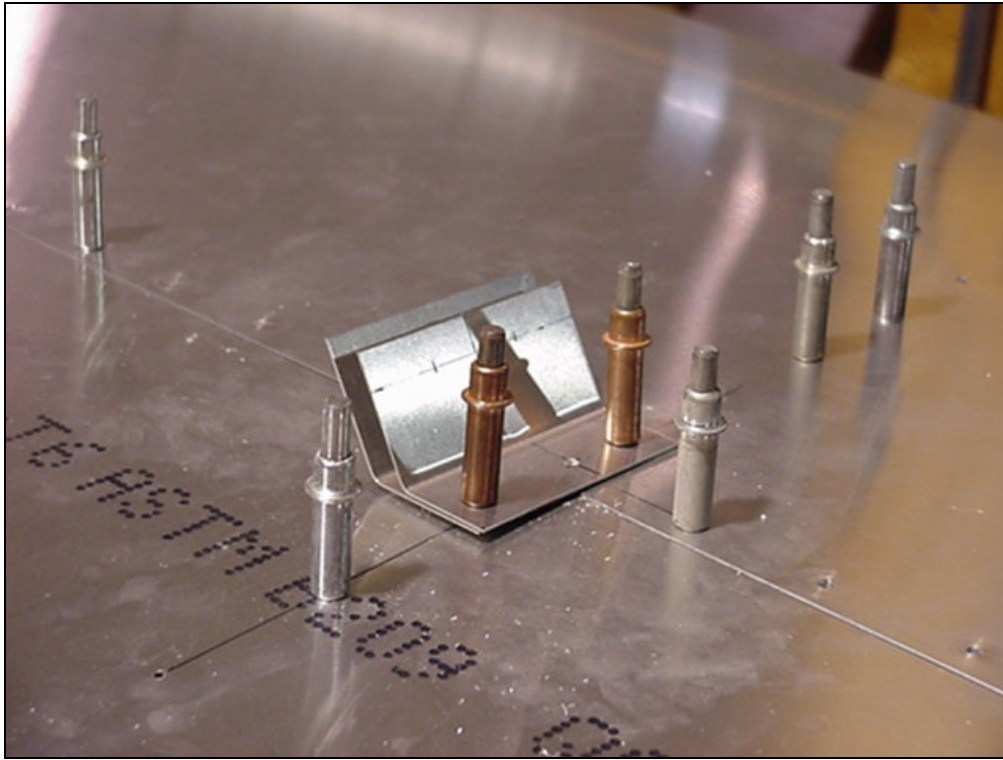
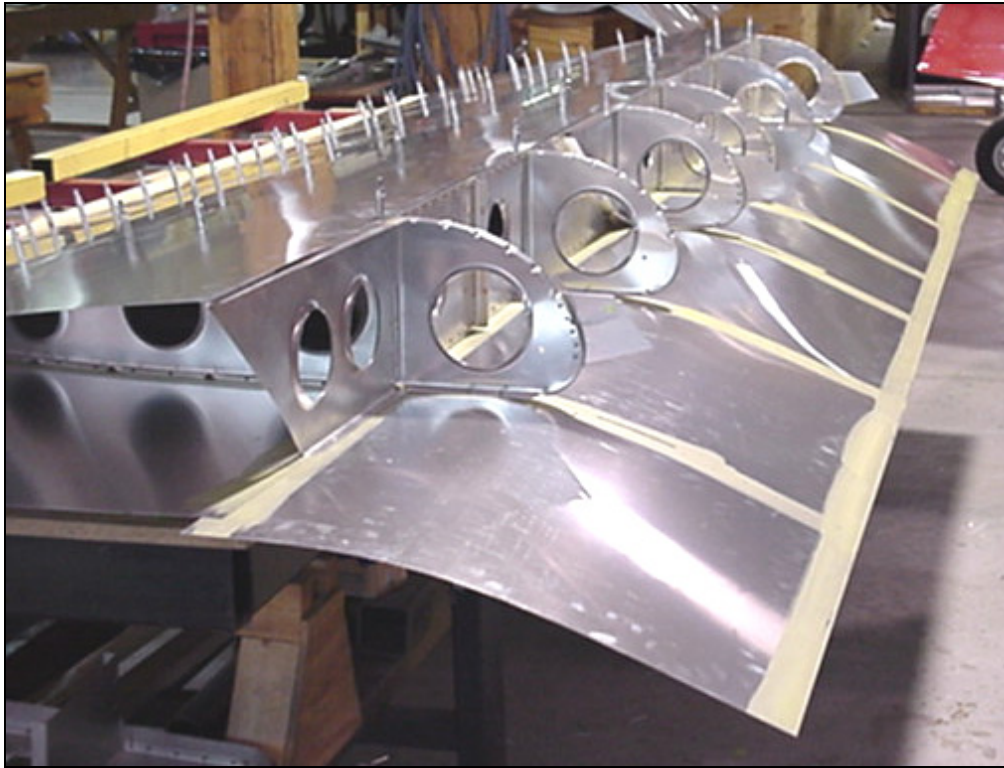


**7V10-4SP Jury Strut
Angle**

Position the jury strut angle at rib station #2 (drawing 7-V-10) drill and Cleco.





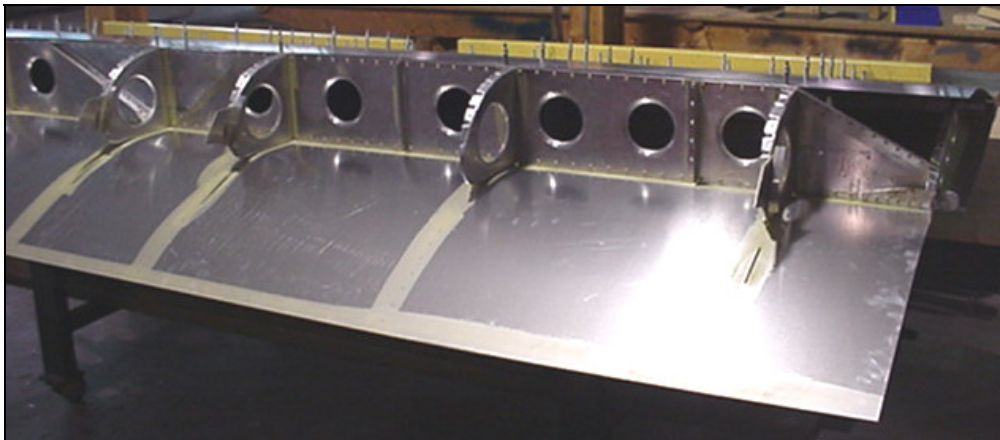


Turn the wing over.

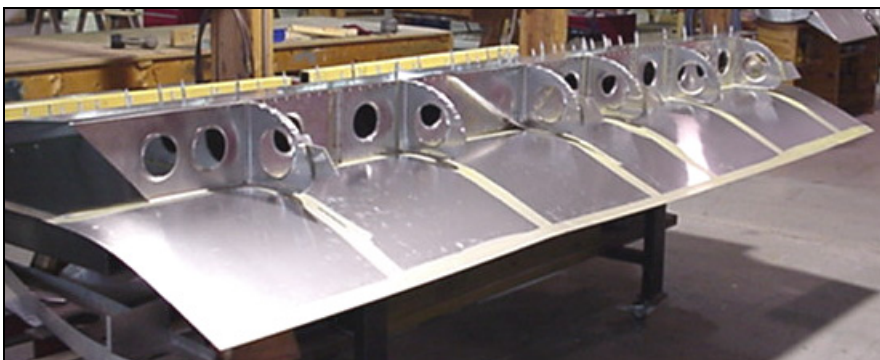
7V7-1 Nose Skin

TIP: If the nose skin is riveted on the bottom side of the wing, it may be difficult to turn the wing over – recommend to support the edge of the skin with board and to have another person hold and support the board while two other sets of hands turn the wing over.

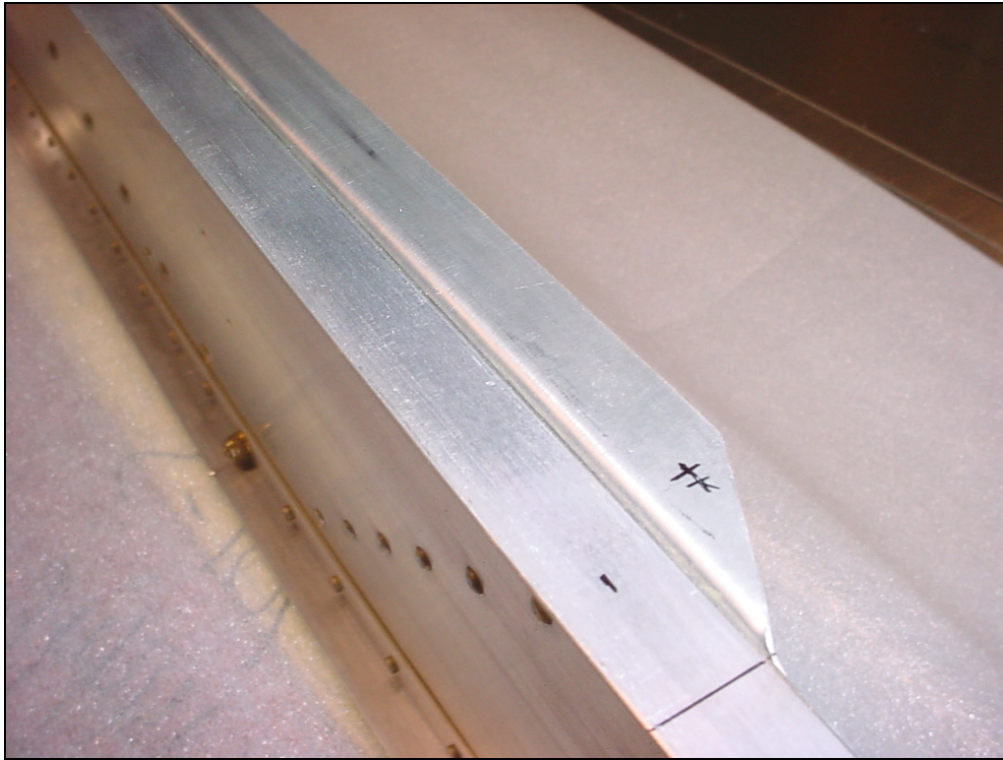
It may be easier to remove the nose skin before turning the wing over. After the wing is turned over, let the nose ribs overhang past the edge of the workbench and cleco nose skin to the bottom of the wing. The skin can be riveted at this stage.



SPAR RIVET LINE
(reference dimension): Measure from the first hole in the rear rib to the spar center line. This is a reference dimension to layout the spar rivet line when the nose skin is strapped down. Mark the reference dimension beside each rib.

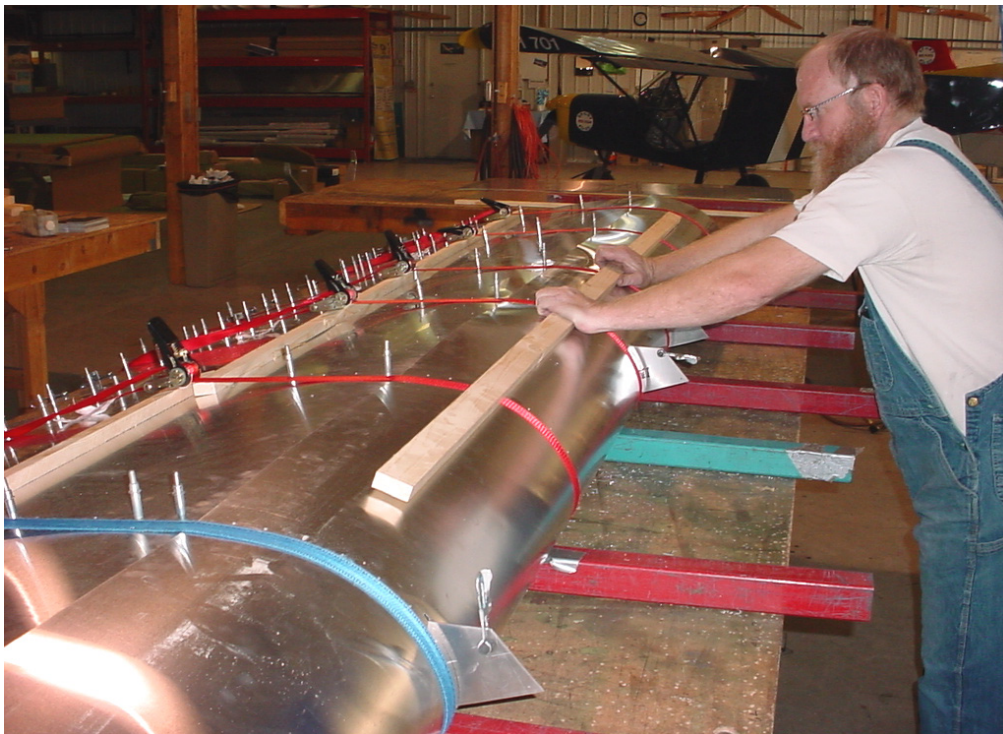


With a marker, layout the rib flange rivet line (flange center line) on the nose ribs.



Locate the end holes on the doubler. Use a square to extend the reference line to the rear skin.

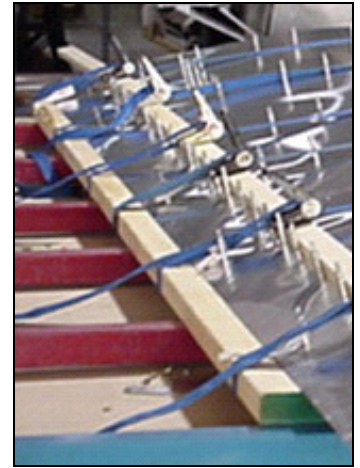
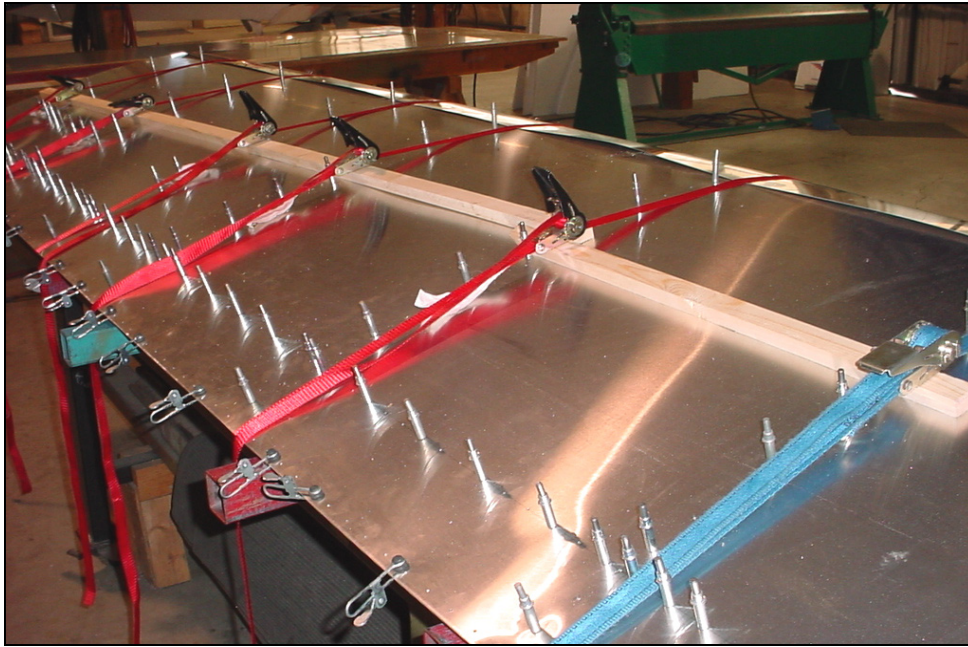
Photo looking at the top flange of the web doubler 7V2-6SP. Detail of inboard corner.



It will work better using a 1 by 2 to hold down the skin until the straps are in position and secure to the wing.

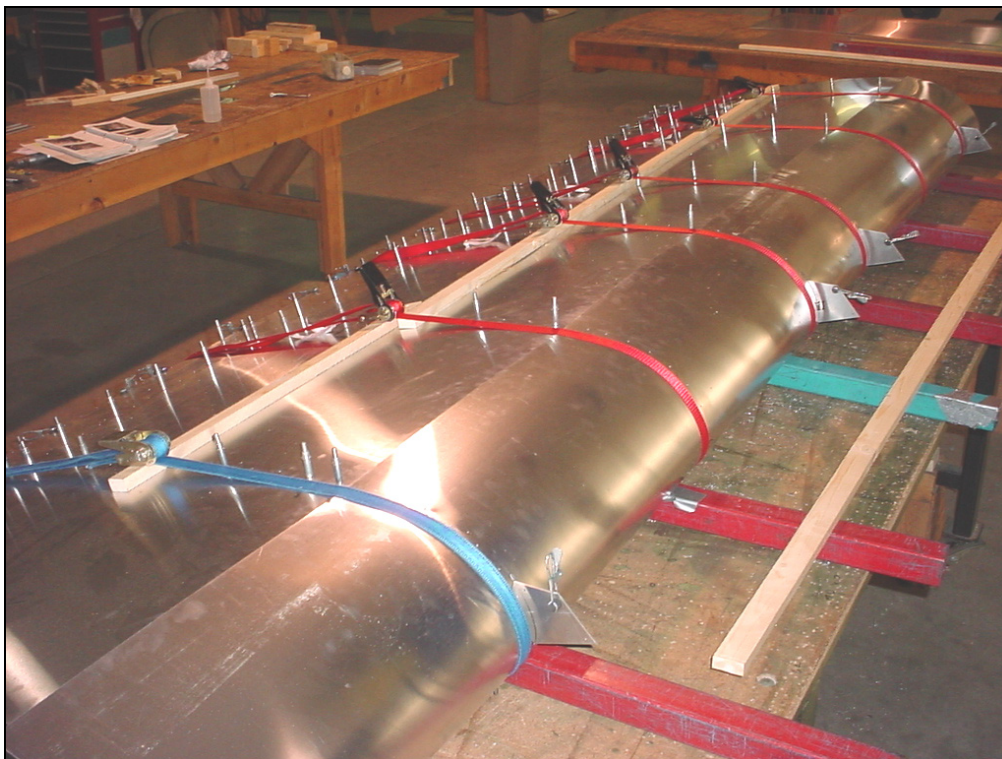


The leading edge skin is held in place with nylon ratchet straps at each rib station.



Letting the trailing edge rest on a 2 by 4 will work very well.

Before tightening the straps make sure that the straps will not damage the wing.



Using a 1 by 2 under the ratchet will protect the wing from damage.

IMPORTANT: Level the wing.

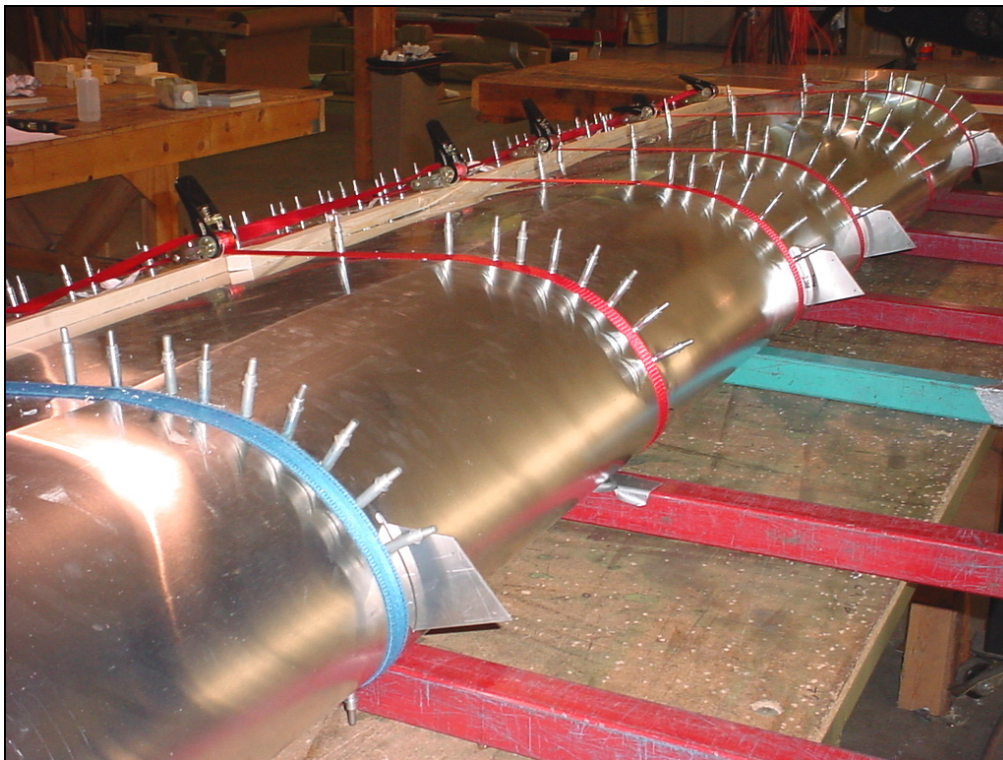
CHECK: The aft edge of the skin is even with the aft edge of the spar. Rivet line will be through the extrusion.



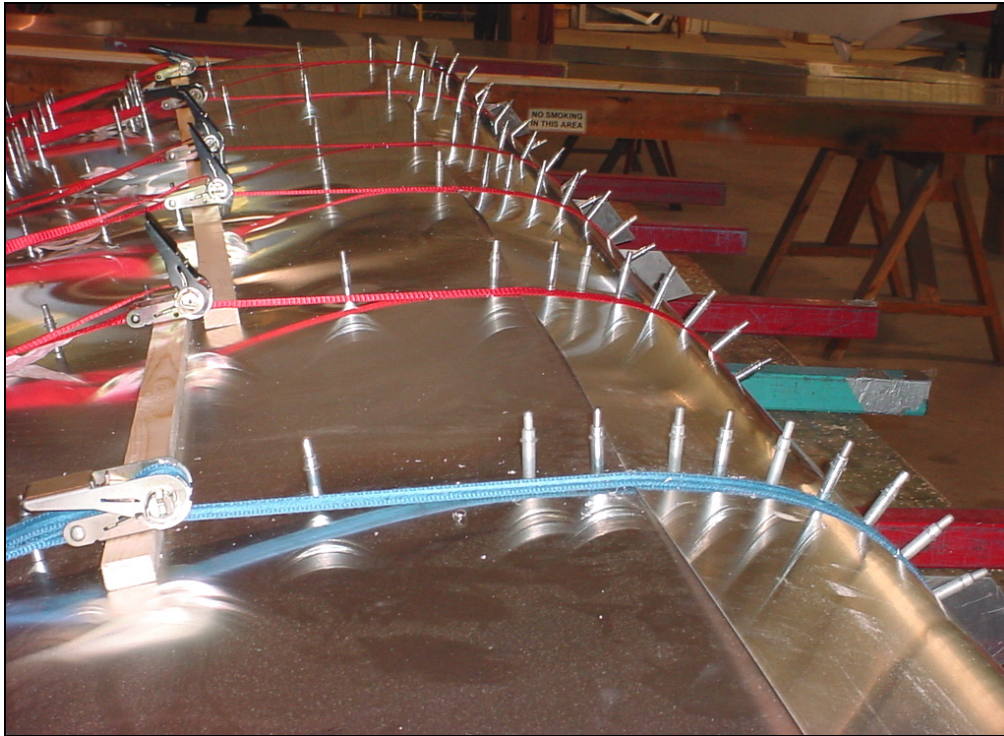
The skin should be tight to the nose ribs but be careful not to over tighten, Drill and cleco when the rib centerline is visible through the predrilled holes.



Start drilling at the front and work your way back.



Nose ribs drill and Clecoed.



A4 PITCH 40
 Ref. top diagram on
 drawing 7-V-8

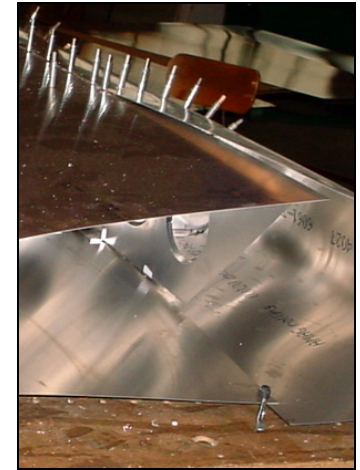
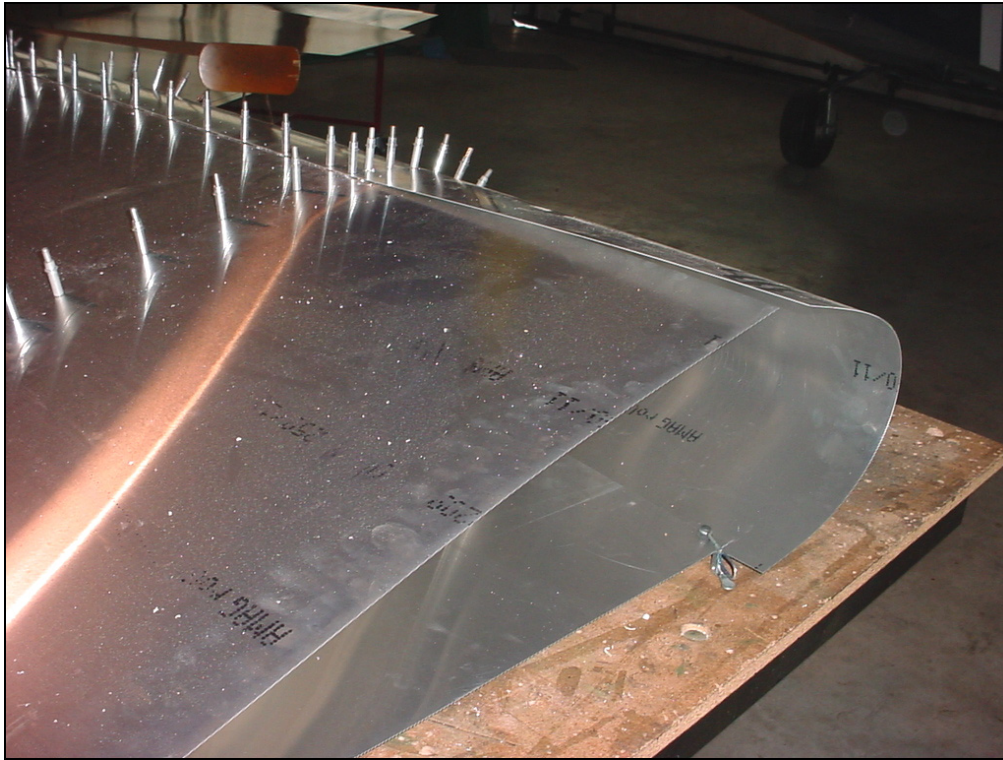
After drilling the nose ribs, layout the spar rivet line.
 Use this reference dimension measured on page 3 to layout the rivet line on the nose skin. Use a rivet spacing tool to layout the pitch between the intersection holes of the rib rivet line with the spar rivet line.



Drill and Cleco.

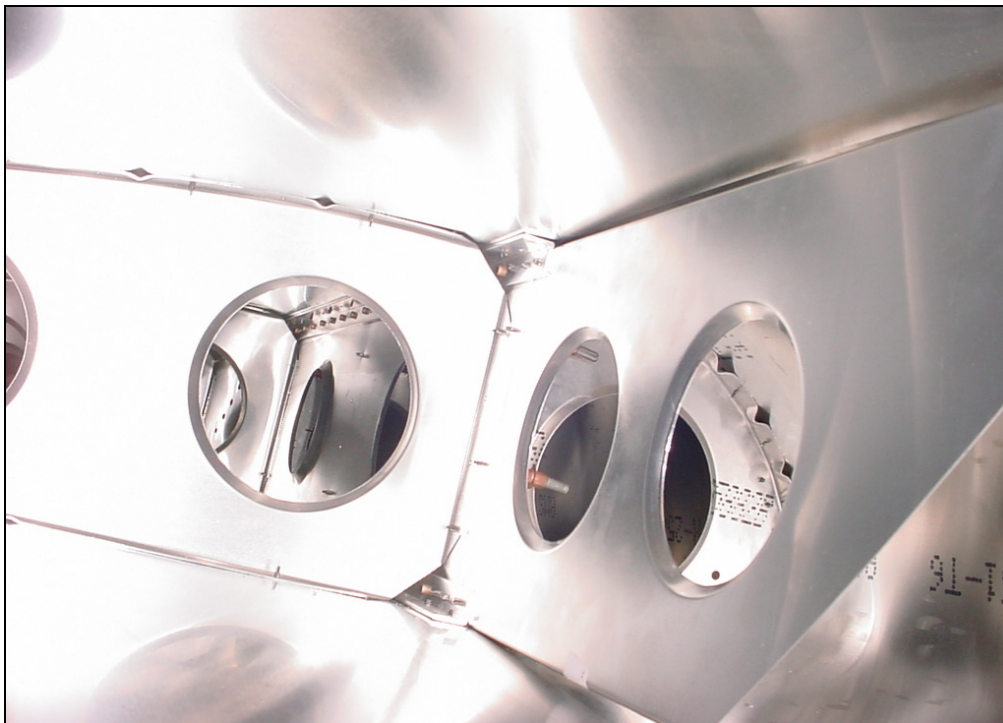


Looking inside the wing to confirm edge distance of the spar rivet line.



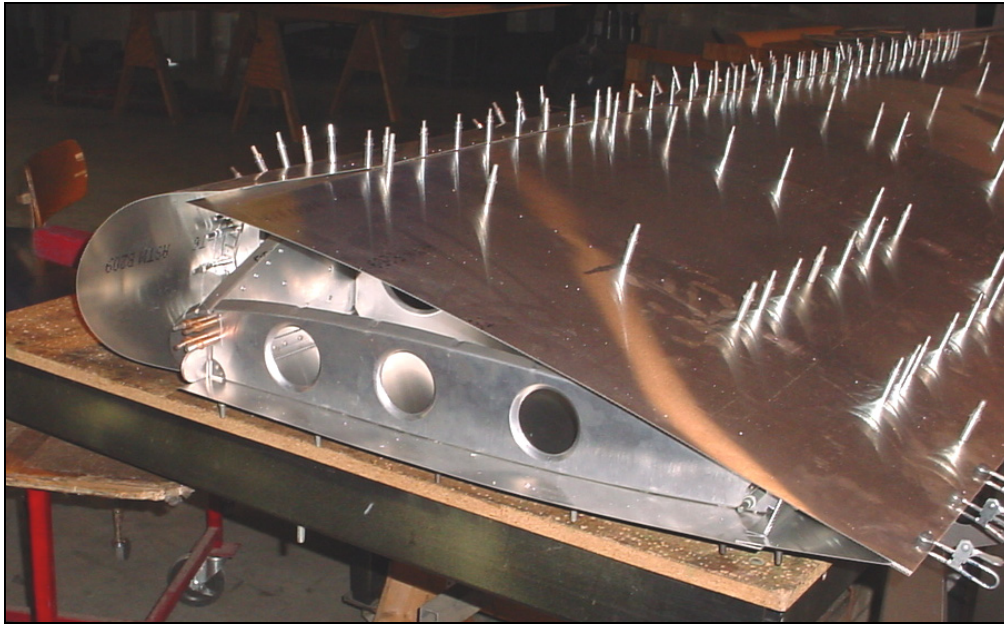
Wait to drill the spar tip
7V3-3

Wing tip.

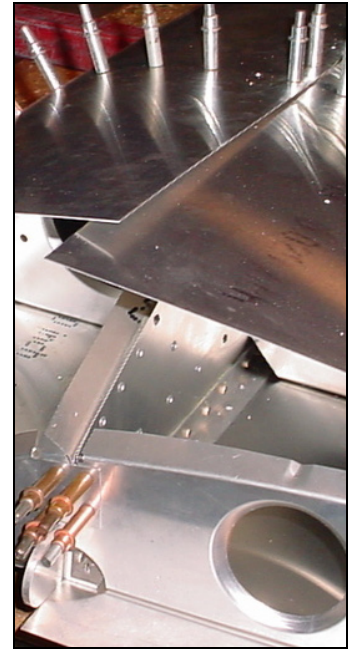


DETAIL: end of spar at
rear rib #6

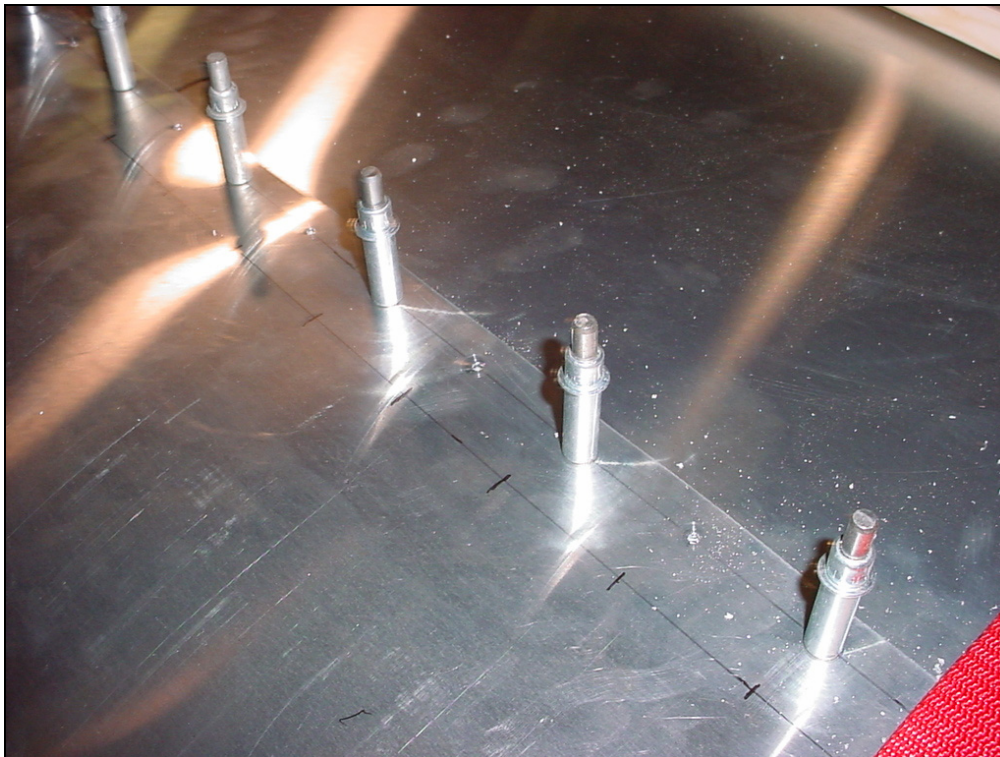
NOTE: The rivet line through the spar tip 7V3-3 is not in line with the main spar rivet line.



Wing root



First hole is at the intersection of the spar with the rear rib #1



There are two rivet lines 20mm apart and at spar doubler 7V2-6SP

Layout the rivet line through the web doubler 7V2-6SP.
Layout the rivet line, then locate the end holes using the reference marked on the rear skin (see page 4)

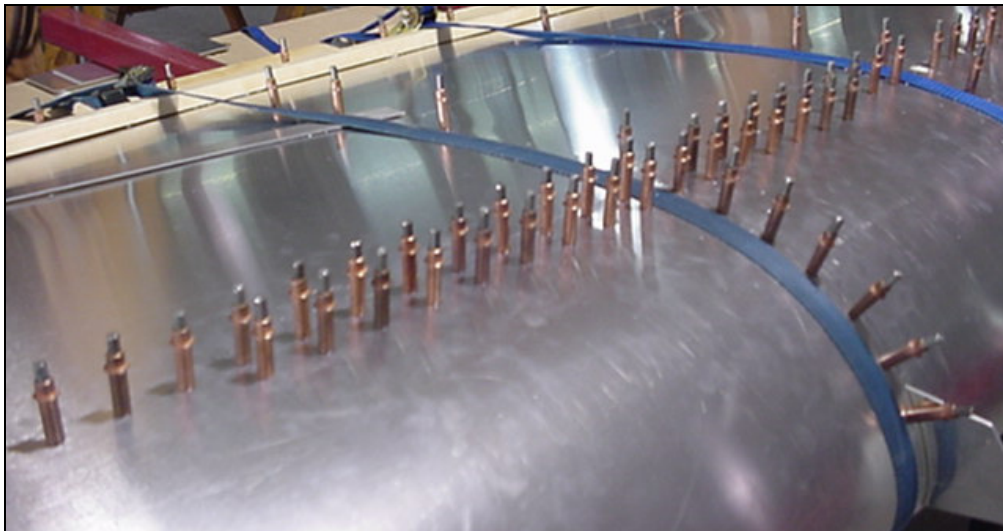


Ref. middle top diagram
on drawing 7-V-8

Photo of rivets O/B of nose rib #4
6 RIVETS A4



Photo of rivets I/B of nose rib #4
9 RIVETS A4



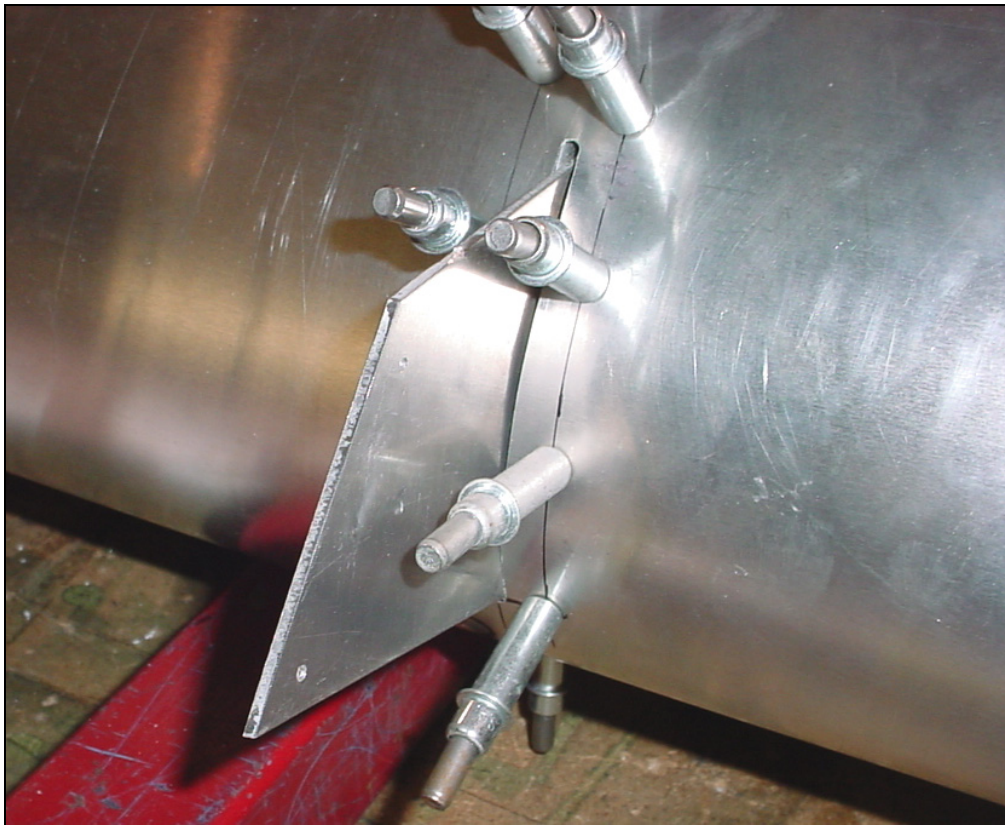
One rivet on the
intersection of the nose
rib rivet line and the spar
rivet line.



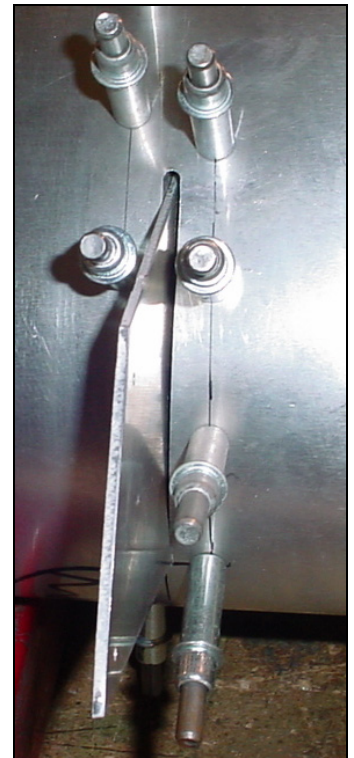
Layout the rivet line for the rivet line through the bent L angle on the I/B side of the slat supports 7V4-5



Ref. text located at top left corner of drawing 7-V-8



Drill and Cleco the skin to the bend L angle. Ref nose ribs #3,#4, and #6.



4 RIVETS A4