

7V11-2K WING TANK
CHANNEL
STD "L" ANGLE

Cut two "L" angles 105mm long.

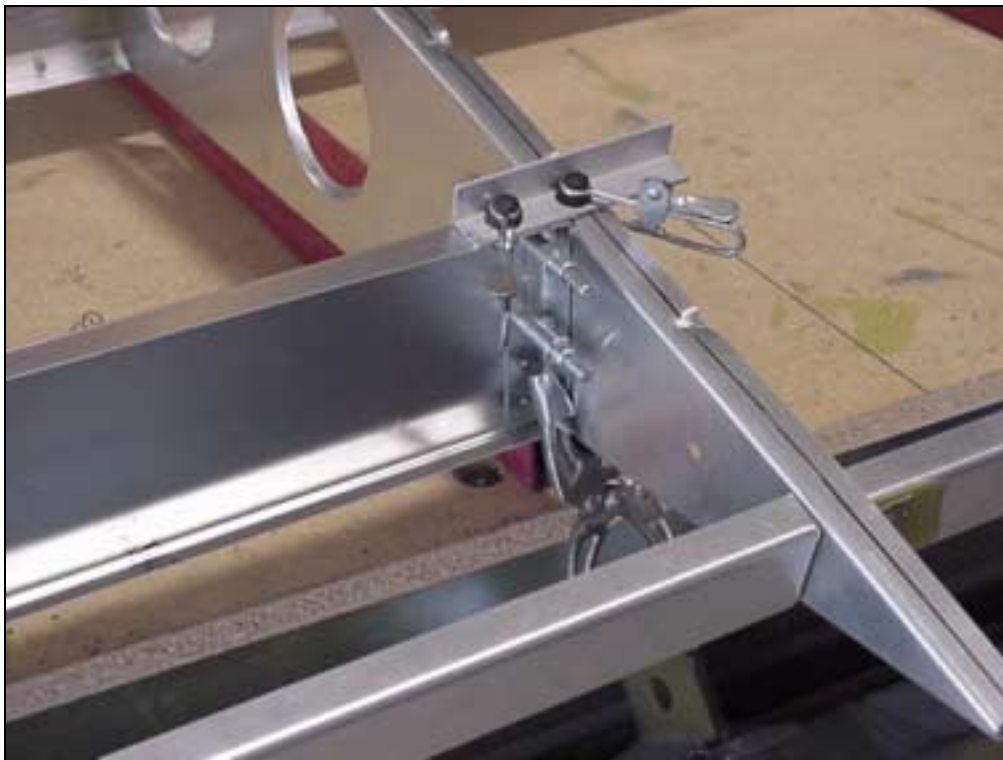


Layout and drill five evenly spaced rivets. The "L" angles are flush with the end of 7V11-2K, channel (square is very helpful).



7V11-2K Wing Tank Channel

The placement of the channel is 530mm from the front of the spar to the front side of the channel on the top, and 525 on the bottom side.



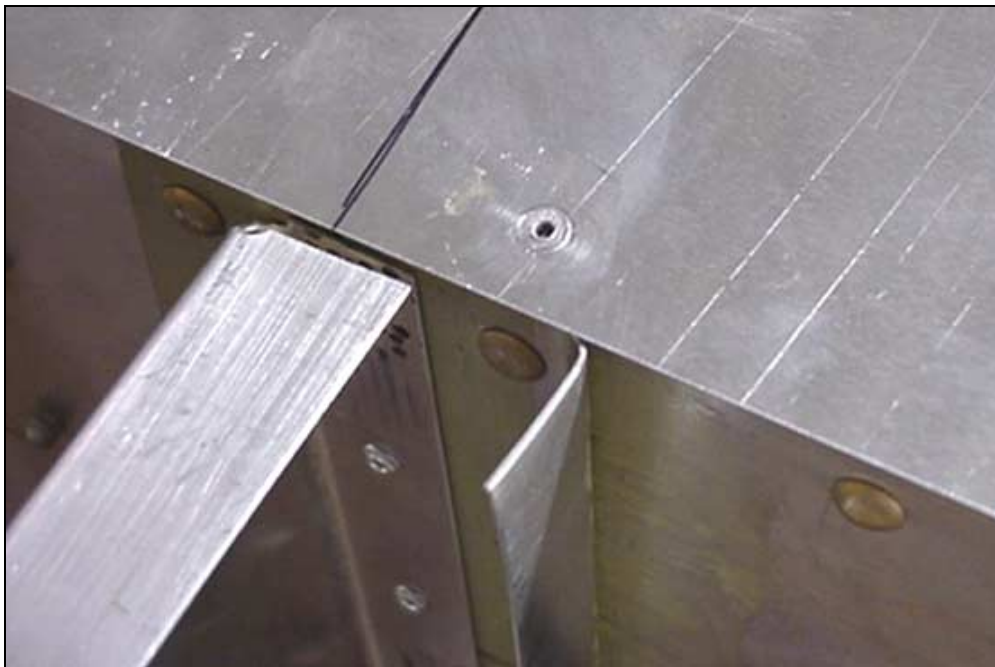
Clamp the channel to the ribs and drill. Note the extrusion to maintain the proper height.



7V7-2 Rear Top Skin

NOTE: The Top Skin is not pre-drilled for the Rear Channel. **The pre-drilled holes go along the trailing edge.**

Draw a centerline on the ribs flange. Lay the top skin on the skeleton. Make sure the skin is positioned properly. The trailing edge of the skin is pre-drilled and the inboard to the first rivet line is 320mm to rib 1.



Add tack rivets at the front edge of the spar. This will help keep the spar straight. The tack rivets are countersunk to allow for the overlap of the nose skin on top of the rear skin: countersink the #30 holes in the skin with a large drill bit, nothing is done to the spar. The tack rivet is a standard A4 Avex blind rivet installed with a FLAT nosepiece on the riveter. Note: they will have to be drilled out and reinstalled when the skin is deburred.



Drill and cleco when the rib flange centerline is visible through the predrilled holes in the skin.



CHECK: Make sure that the rivet line is in the center of the channel before drilling.

Edge distance = 10mm

Layout the rivet line for the rear channel. Measure from the channel center to end of the skin and transfer to the topside.



A4 pitch 40 between end holes in the Rear Channels 7V6-1 and 7V6-2SP



Also Drill a hole at the intersection of the rib center line with the rivet line through the rear channel.

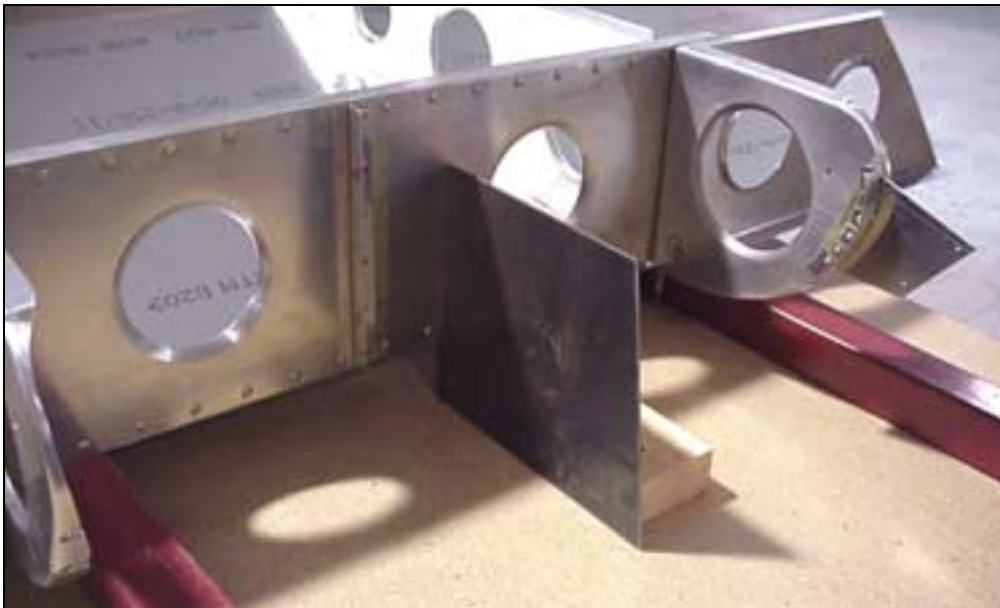
End hole: 10mm from the ends of the Channel (the first and last rivet in the rear channel are approximately 20mm from the rib center line).



Drill and cleco the rear channel.



Turn the wing assembly over and level the wing. The steel beam will keep the cleco off the table. At this time the top skin will only be Clecoed together.



Support the rear of the wing assembly to keep the spar at 90 degree to the workbench. Notice the steel support fixture. Make sure that the wing is level and that there is no twist in the wing.

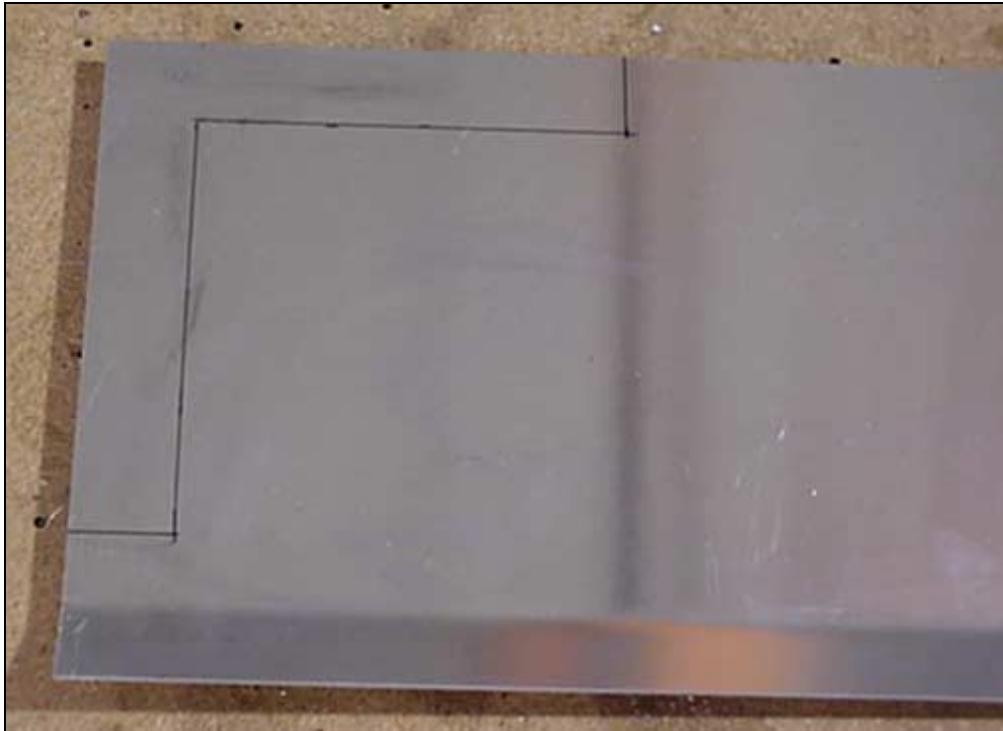


7V7-3 Lower Rear Skin

Position the skin with its front edge flush with the forward edge of the spar and the predrilled rib holes lined up with the rib flange centerlines. The trailing edge where the flaperon brackets (7V4-6) are located may have to be filed or notched.

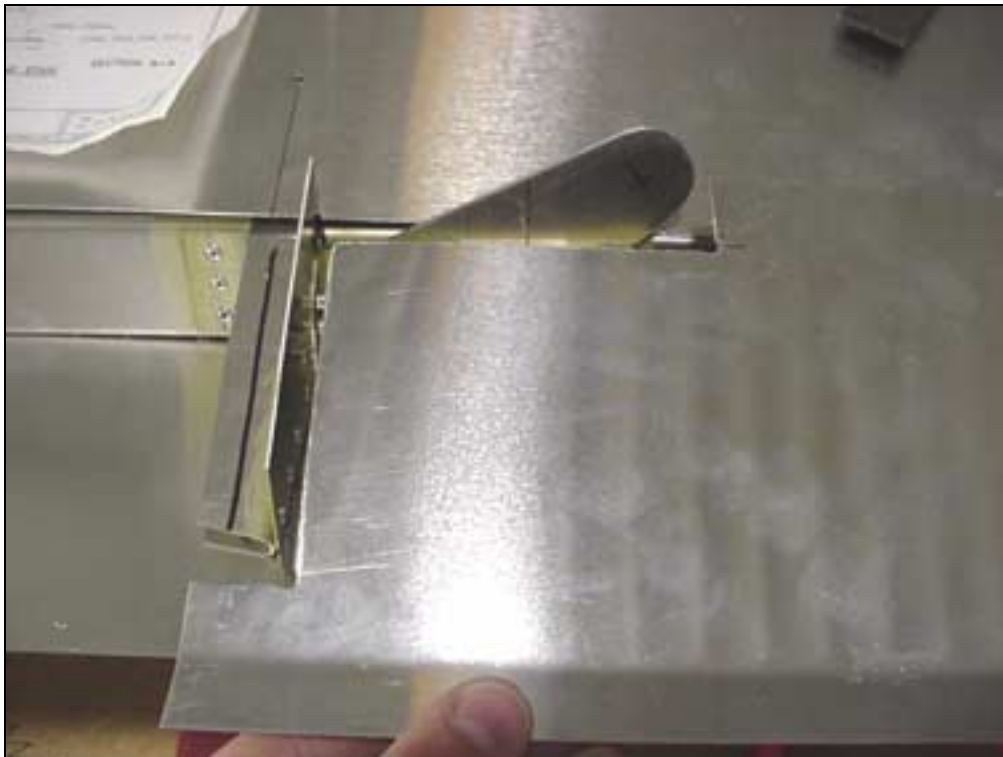


Drill and cleco when the rib flange centerline is visible through the predrilled holes in the skin. At rib number 4 it will be missing the first few holes, this is for the Strut Angle 7V8-4Sp will be drilled later.



7V7-4 Inboard Lower
Trailing Edge

Layout the cut out on the inboard and cut (drawing 7V-7).



Double check before cutting.



7V7-4 Inboard Lower
Trailing Edge

Layout the slot for the flaperon brackets (7V4-6) cut and file.



Layout the rivet line on 7V7-4 and 7V7-5. Do not drill at this time where the flaperon bracket are located, there will be an "L" angle on each side of the bracket (drawing 7V5). The lower trailing edges (7V7-4 and 7V7-5) are positioned on top just for drilling, and will be placed under the lower rear skin (7V7-3). Drill and cleco.