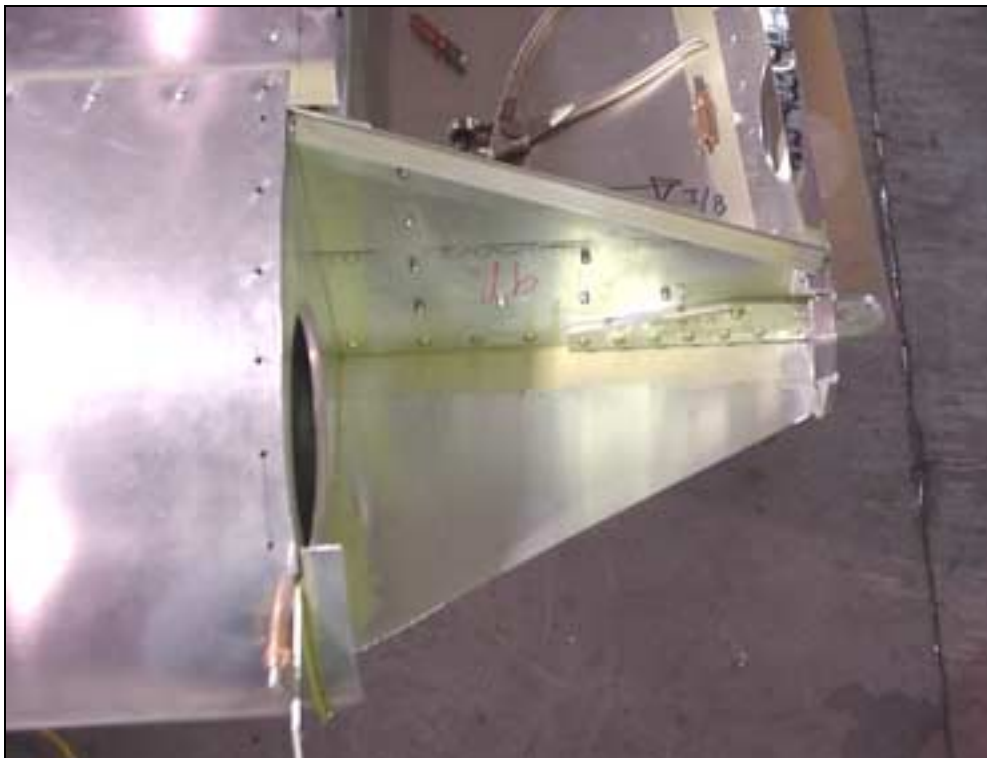




Layout the inboard root cutout.



Measure out 210mm from the bottom nose skin at nose rib #1 and 70mm from the nose skin at the root nose rib.



7V9-3A Root Angle

The root angle will be placed under the rear rib and nose rib.



7V9-3A Root Angle

The root angle will have to flatten 400mm at the rear.



7V9-3A Root Angle

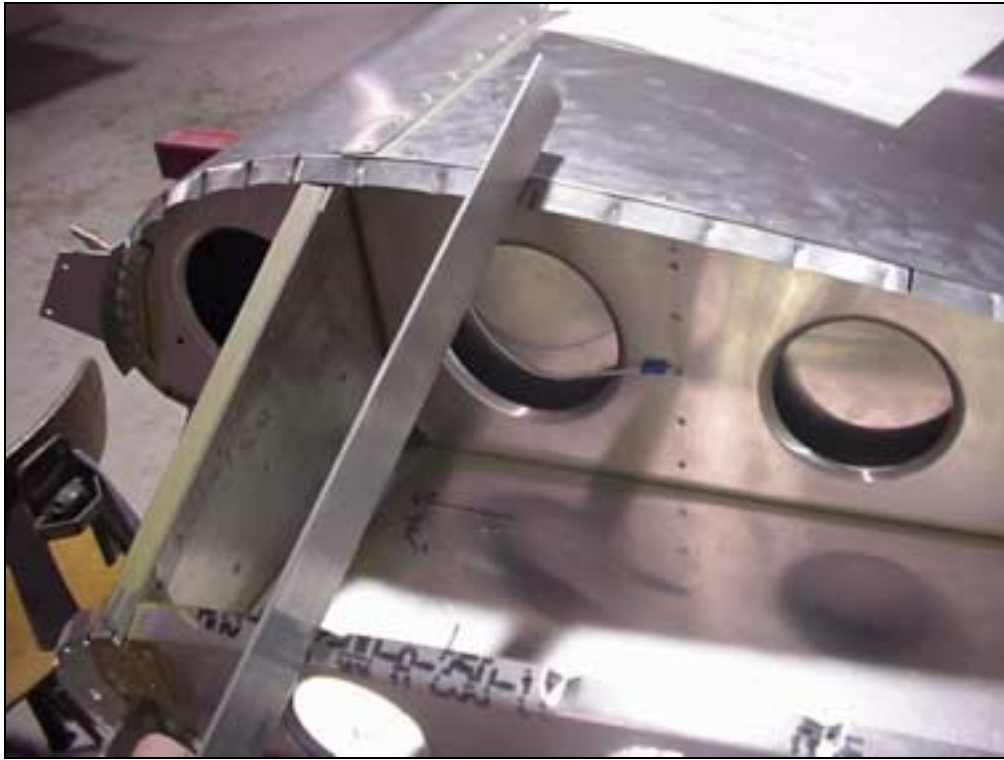
The flattened end will be placed towards the trailing edge of the wing. Crimp the forward end of 7V9-3A to match the shape of the nose rib at station #1. The uncrimped edge will slide between the skin and the nose rib. Mark a centerline along the length of the uncrimped flange.



Slide the root angle in place and align its centerline with the rivet holes.



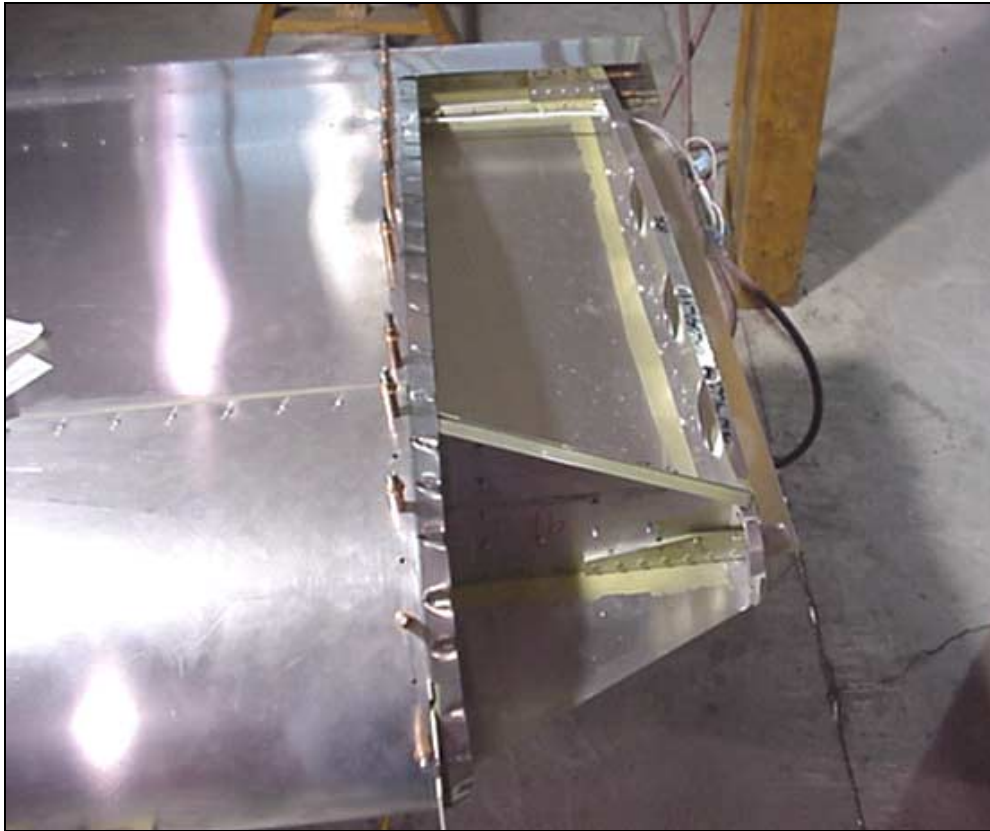
The front "L" angle will have to be crimped in the same manner.



Use a straight edge to confirm the angle of rib and strip flanges. Adjust the flanges with crimping and flanging pliers to provide a nice smooth line from the root ribs to the ribs at station #1.



To prevent mis-drilling holes in ribs at station #1 hold the strip in place and mark the rivet hole. Remove the strip, drill the holes and replace it in the wing and cleco.

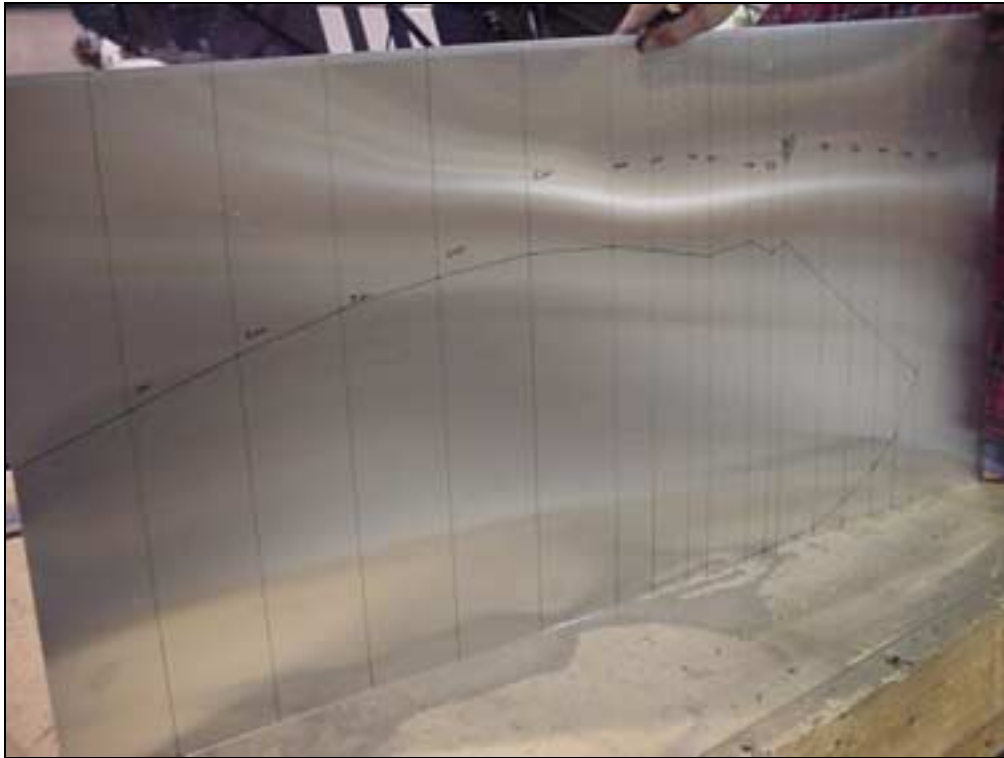


7V9-3A Root Angle

Drill and cleco the root angle to the ribs.

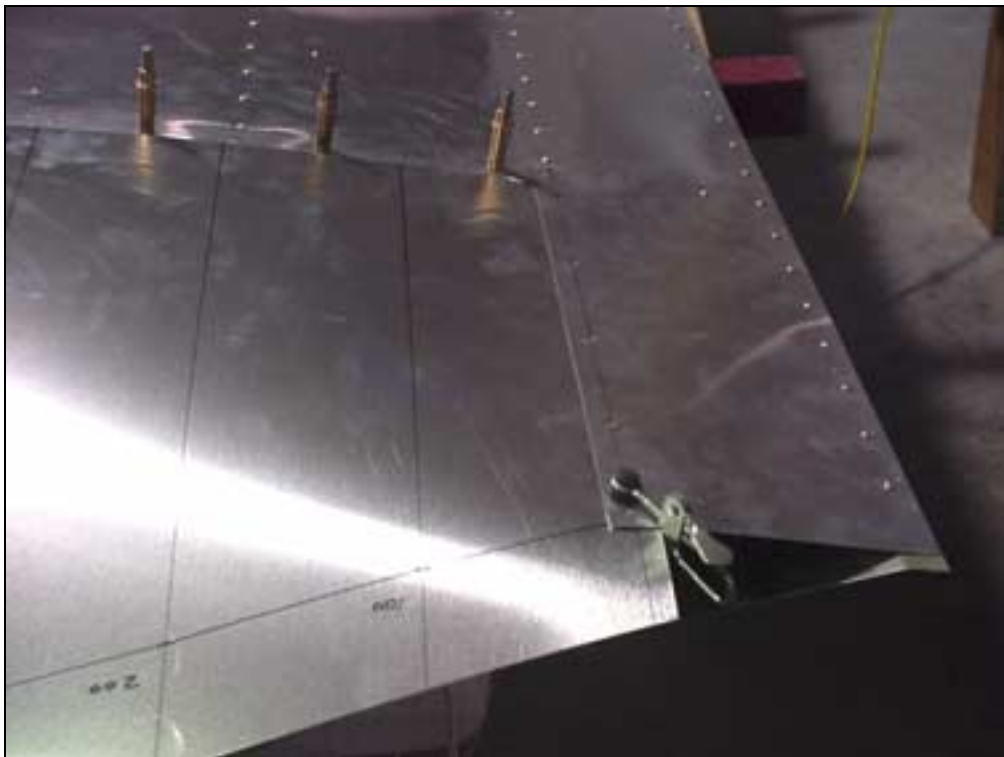


The rear part may need to be flattened more. This can be done by using your fingers and bending up.



7V9-3 Wing Root Top Skin

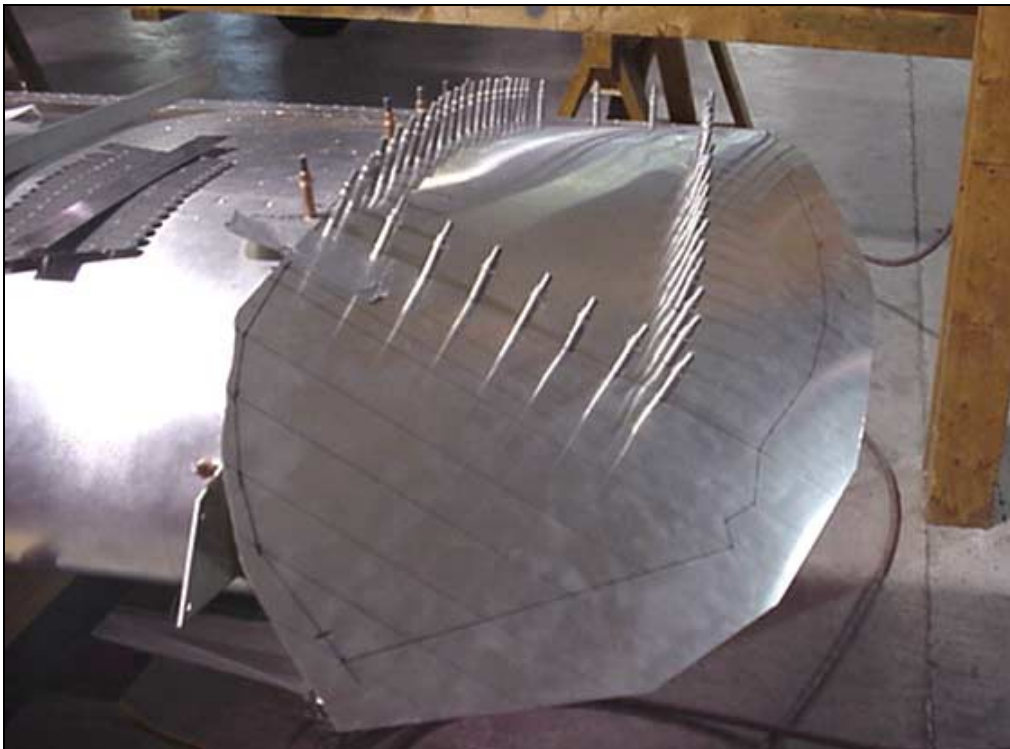
Layout the coordinates for the wing root skin. At this time do not trim to size.



Lay the skin in position. The rear edge is to be flush with the rear surface of the rear channel. The skin is position under the wing top skin just for drilling, later will be on top.



A Hole finder will be needed at this stage (#40).



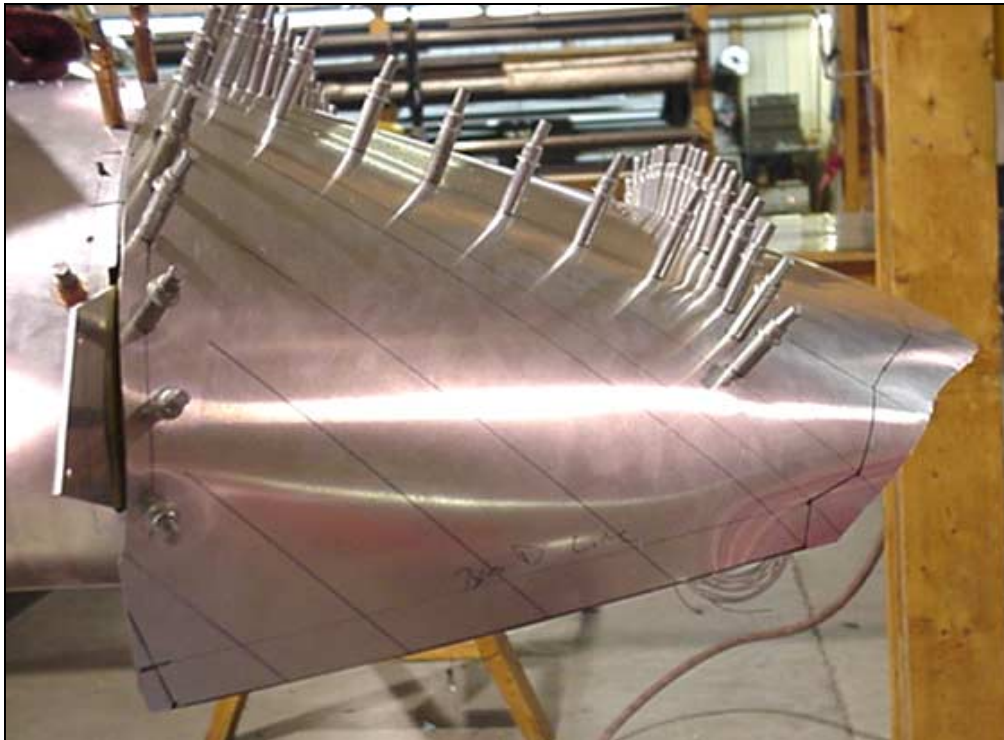
The nose and rear root ribs (7V4-2 & 7V4-1) will have to be pre-drilled. Using the hole finder will be used at the root ribs station to drill the skin. Drill and cleco every hole to prevent a buckle.



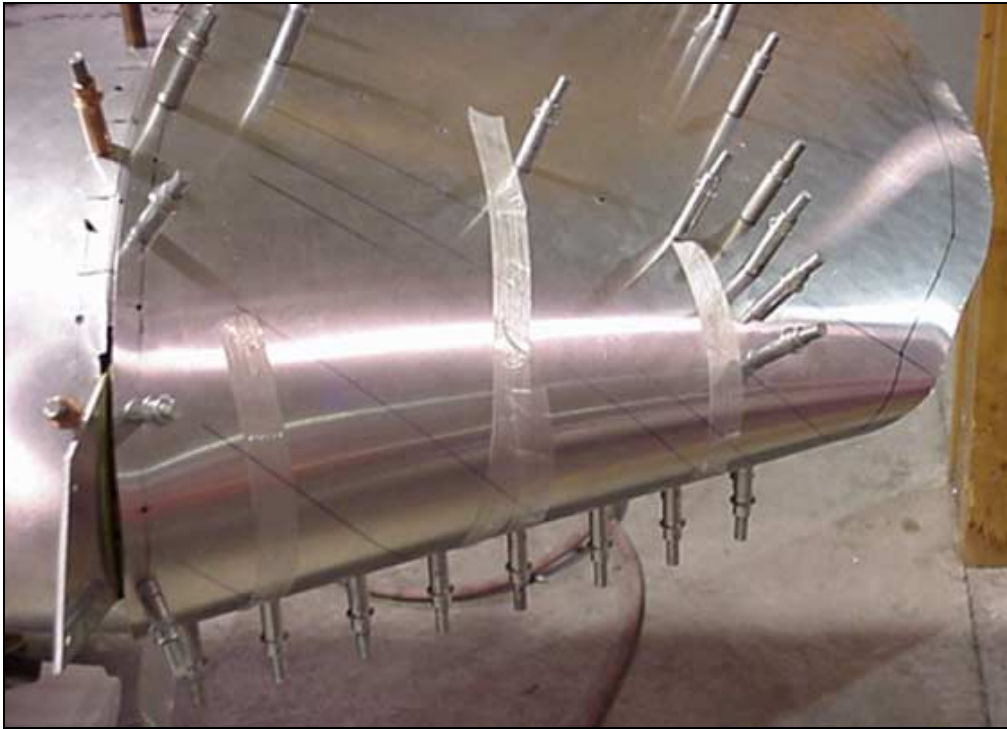


7V9-3 Wing Root Top Skin

Wrap the skin around and trim to nice fit.



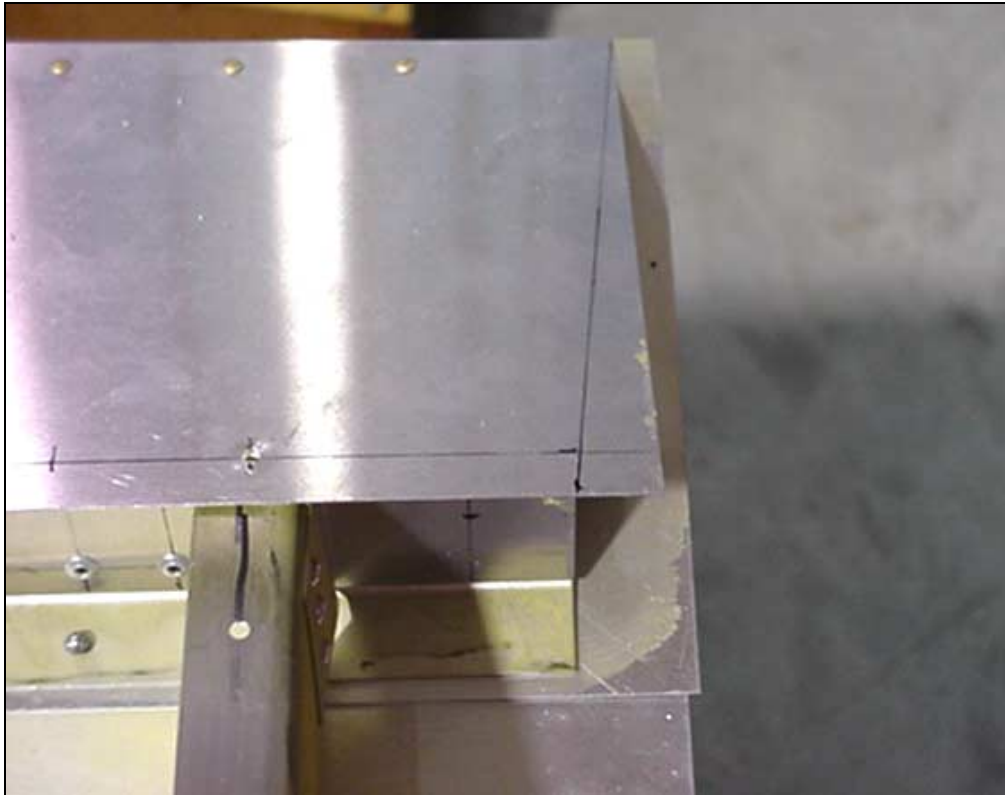
When wrapping the skin make sure adequate contact is maintained on both the rib and station number one.



Masking tape is like a second pair of hands. At the very front the skin will have to bend crease. Using the edge of the table can do this.



Wrap and drill the nose skin in place.



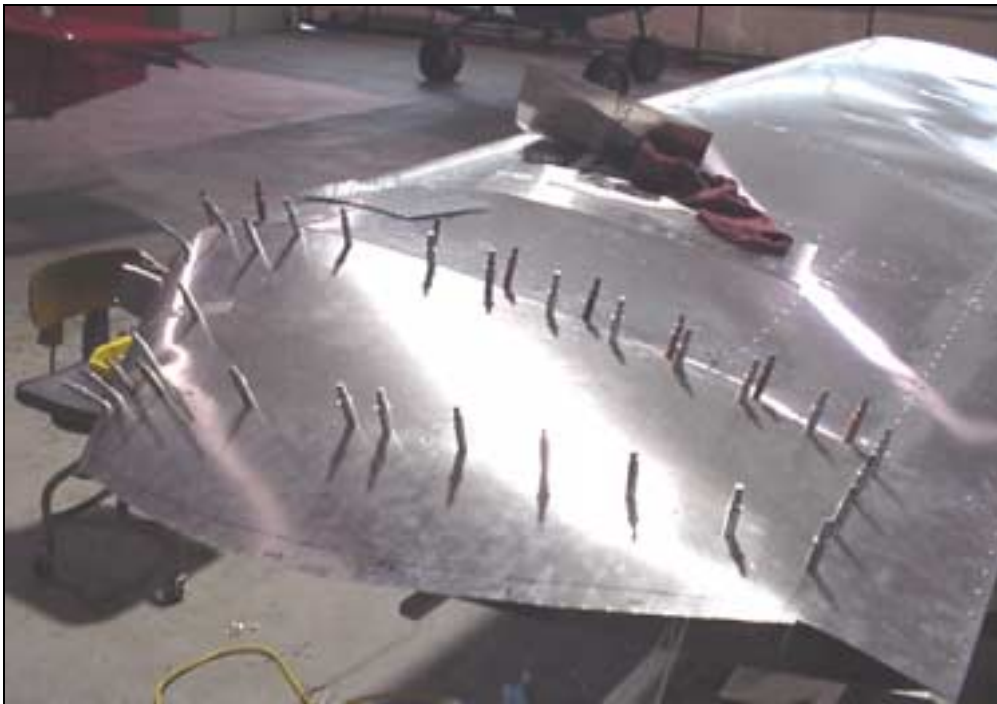
Now the trailing edge skin trimmed.



The Lower Rear Skin can be trimmed for the access to the wing spar bolts.



The Inboard Lower Trailing Edge (7V7-4) can be cut for access to the bolts.



Do not rivet the Wing Root Top Skin until the wing is mounted to the fuselage. Final trimming is done when the placed on the fuselage against the top glass for a nice tight fit.