

Trim the outboard corner of the front flange of the center spar 6W4-1. Corner should not touch the side of the cabin floor skin 6B10-1.



Tape the side skins to the cabin floor skin (area in front of the center spar).



### GUSSET 6B10-4

Slide the gusset underneath the spar flange. Set the side flange flush with the bottom skin. The bend flange is flush with the edge of the cabin floor skin.

Lay out the 2 aft AN3 bolts using the gusset 6B10-4 as guide for edge distance. Drill pilot holes through the main gear attachment 6B11-4.

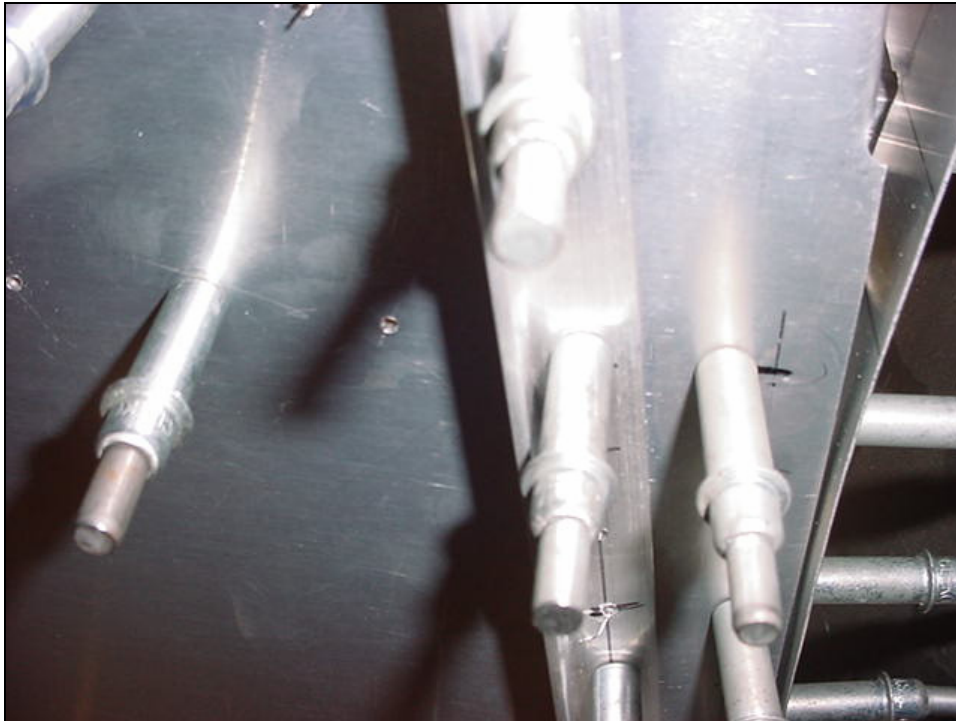


Look down inside the fuselage; gusset in corner between bottom and side skins.

Extend the rivet lines for the spar and gear channel to intersect the rivet line on the lower front longerons 6B10-3: these are the end holes for the inboard rivet line in the gusset.

Layout pitch 20. Ref middle right diagram on drawing 6-B-15.

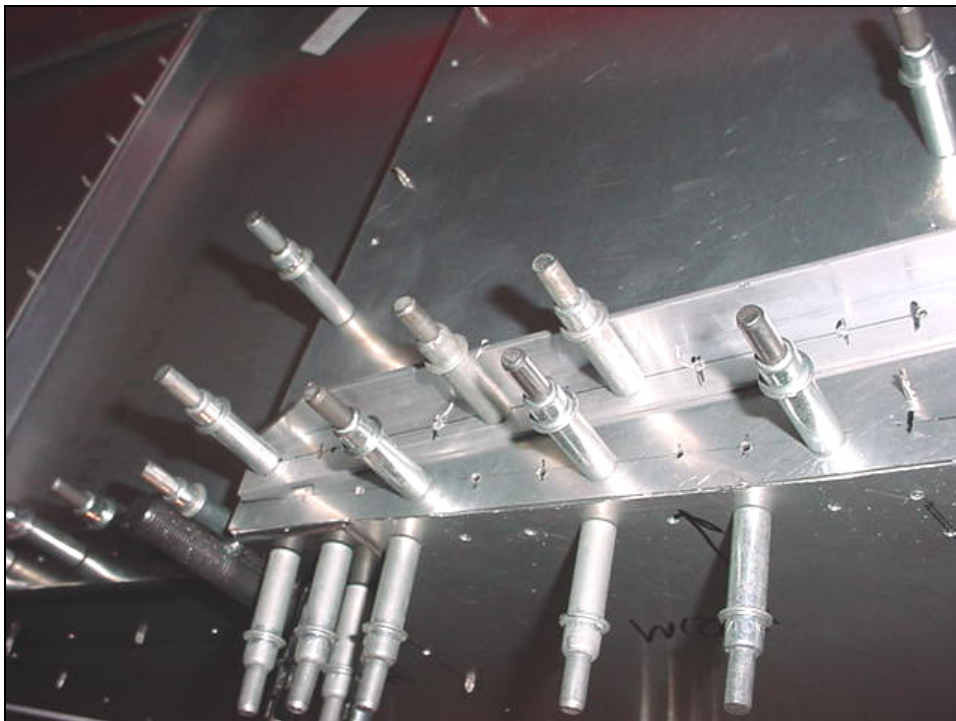
Layout the rivet at the end of the spar flange (edge distance 10mm).



Detail of end hole in spar flange.

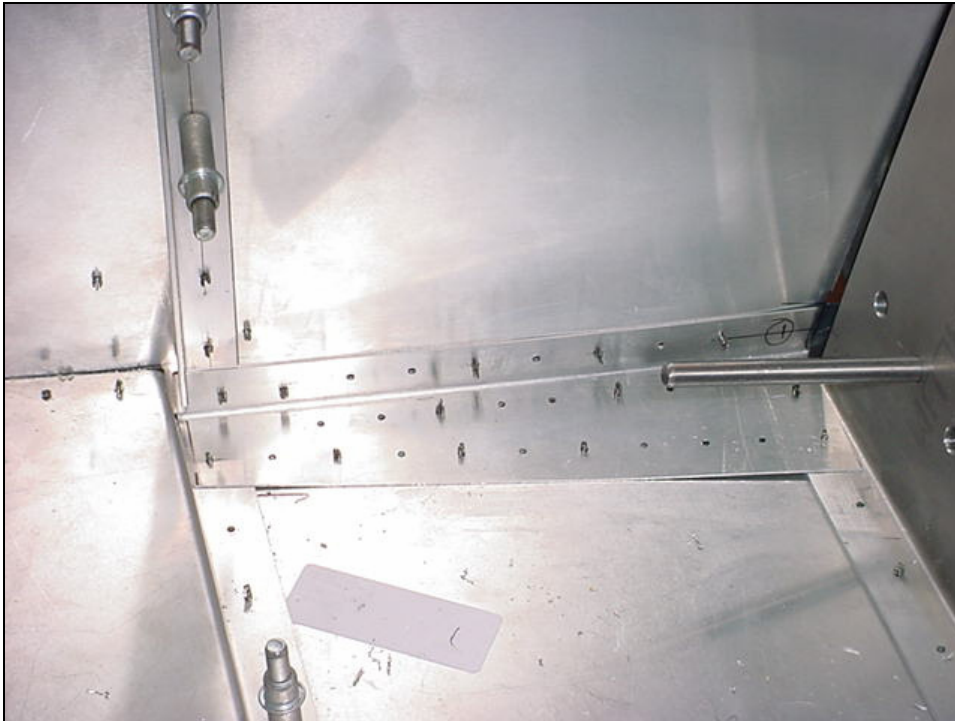
Note: The end hole in the spar flange is not in line with the outboard rivet line through the gusset.

Slide a straight edge underneath the longeron to extend the spar rivet line to the edge of the bottom skin. Layout the measured distance to the end hole in the spar flange.



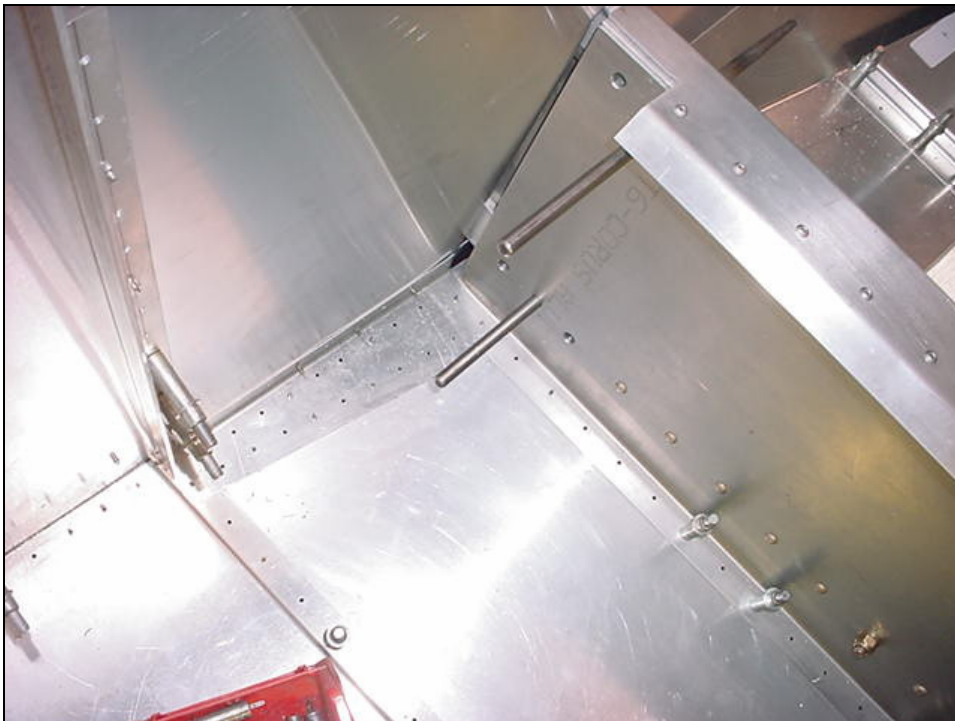
The last (aft) rivet in the outboard rivet line. Approximately 45mm to the aft edge of the cabin floor skin 6B10-1

Looking up at the aft end of lower front longerons 6B10-3  
Layout the outboard rivet line and side through the gusset.

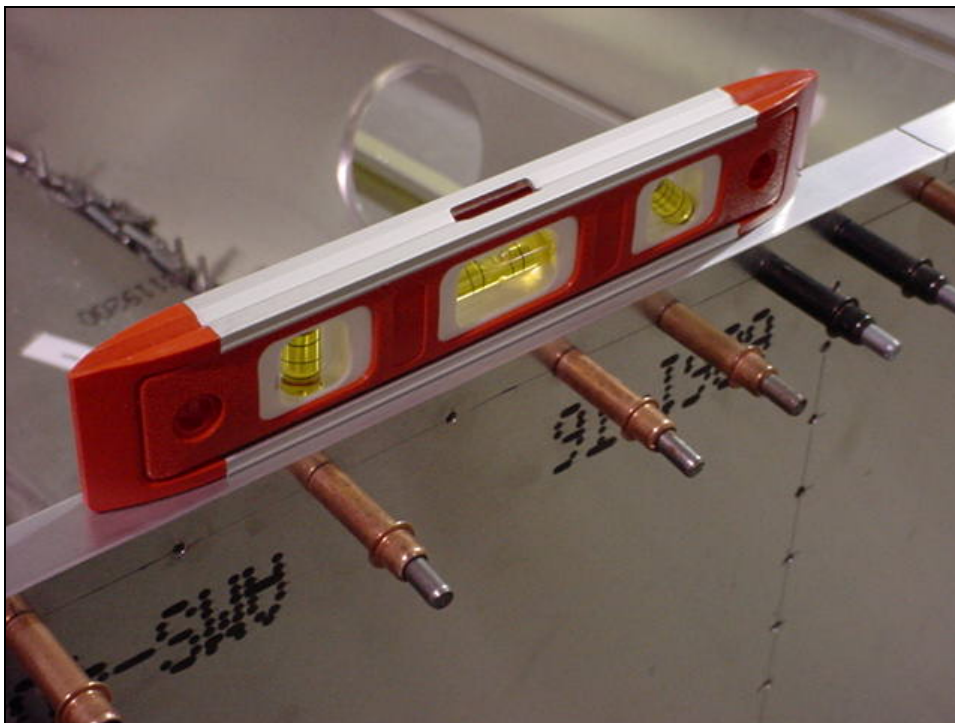
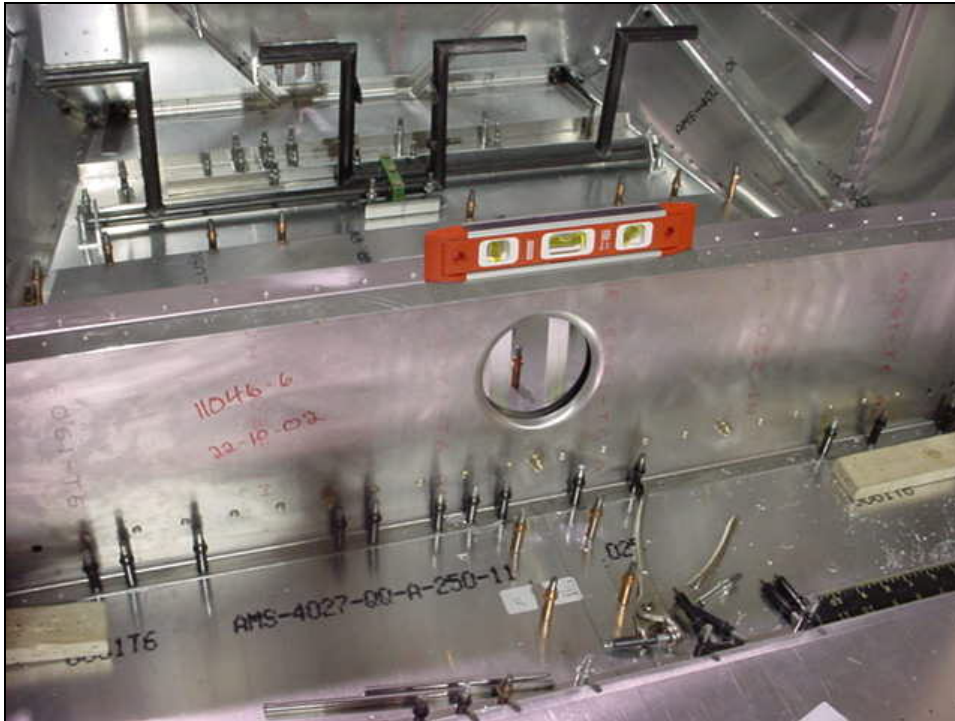


Wait to drill the last hole in the side flange, hole will be drill when the wing attachment uprights 6B13-1 are installed.

Reinstall the gusset to overlap on top of the spar flange. Layout and the rivet line the side flange. Drill from outside the fuselage. Ref 6-B-15.



Looking down at the left side.

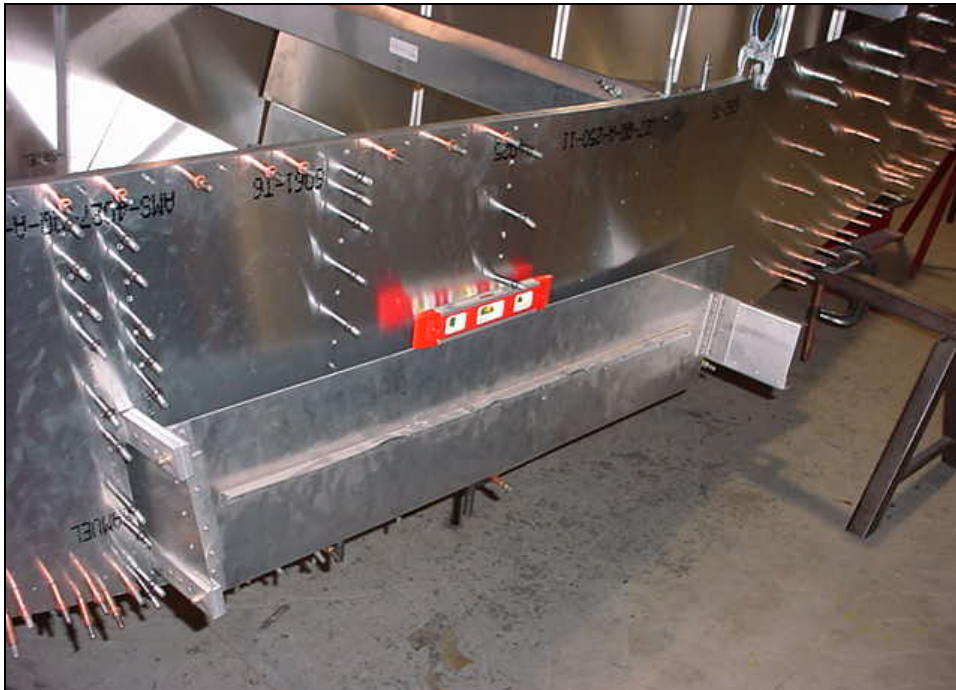


Re-check that the Longerons 6B11-1 are still level



Bolt the spar insert through the middle hole in the center wing spar.

Install the Wing Jig to the center spar.  
Level top of jig (check fuselage reference line is also level).



Detail of rear channel against fuselage.

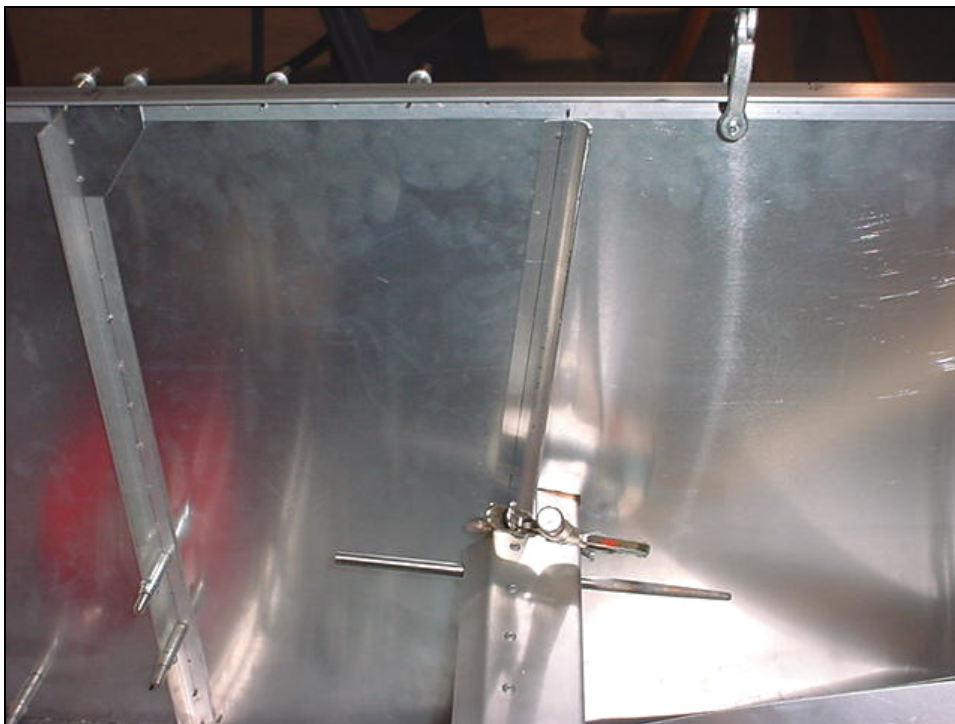
Front view of left side.  
Top of jig is level



Location of the aft wing attachment in corner of side skin with the end of center wing spar.

NOTE: The Upright only covers the outboard 5/16" hole in the spar, Ref 6-B-13

**WING ATTACHMENT  
6B13-1**



Trim the top flange to fit underneath the Upper Front Longeron 6B11-1

The 20mm flange overlaps the fuselage side skin.

Clamp the wing attachment upright to the spar.  
**IMPORTANT:** Place a piece of wood between the clamp and the spar and wing attachment angle (to protect the parts).



Rear view of left side. Position the diagonal side of the template against the Upright 6B13-1.

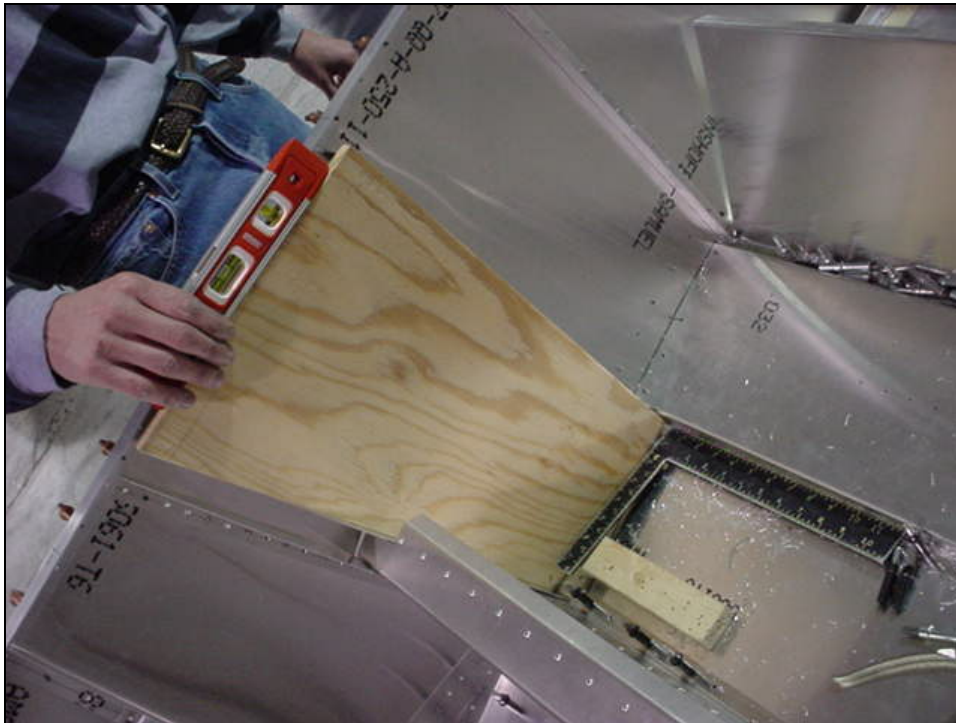
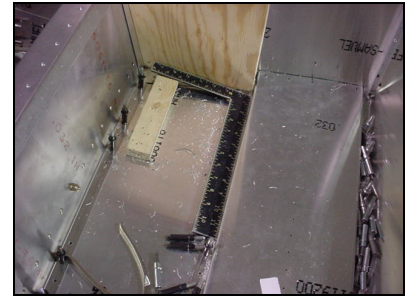


Photo of left side. The Spar is at 9 degrees to the Longerons.

**IMPORTANT:** Keep the template out of the bend radius, the template is on the flat flange portion of the wing attachment.



**9 DEGREES  
PLYWOOD SPAR  
TEMPLATE**

Ref 6-B-13 & 6-B-15

Use a square along the front of the Gear Channel and the side of the template.

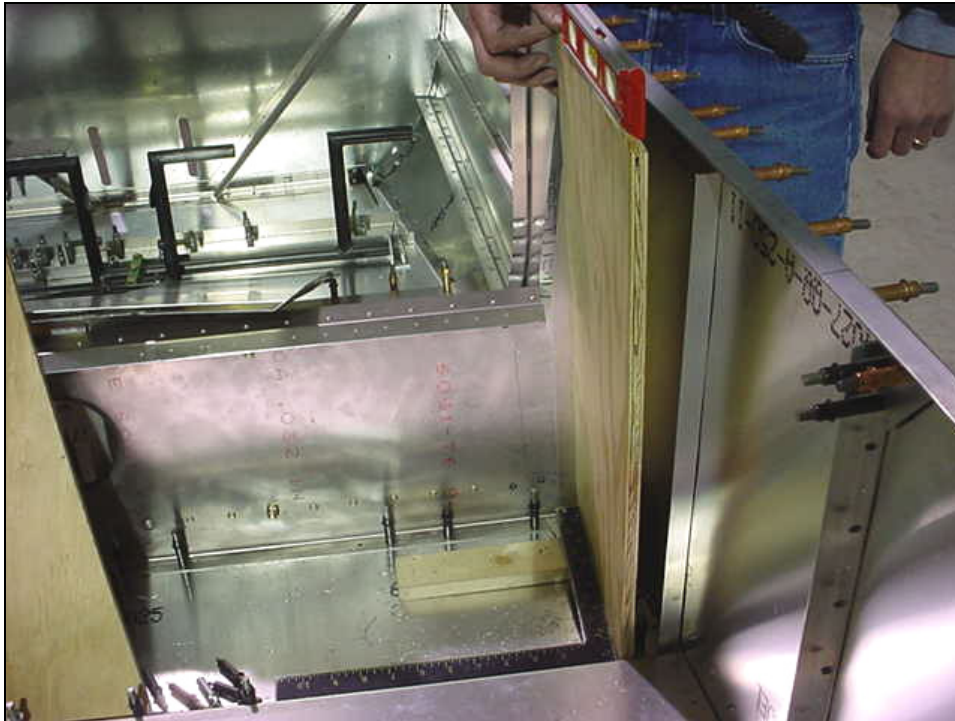
Level the top of the template, the front edge of the template is pushed up against the Upright 6B13-1.

Clamp the top of the Upright to the fuselage side skin.

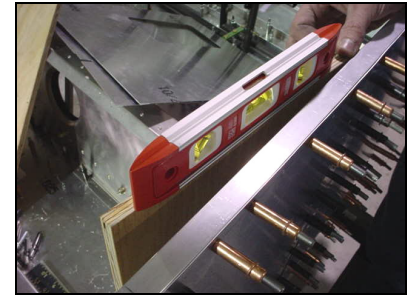
The spar is at 81 degrees to the Longerons 6B11-1.

Ref 6-B-15

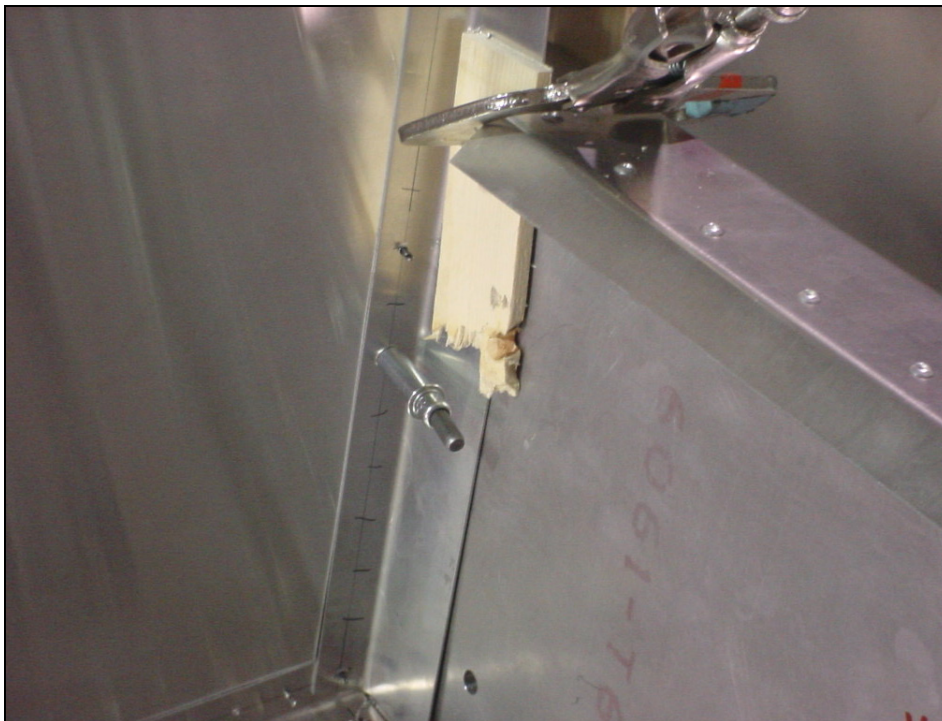




Rear view of right side.  
Clamp the top of the wing attachment 6B13-1 to the side skin.

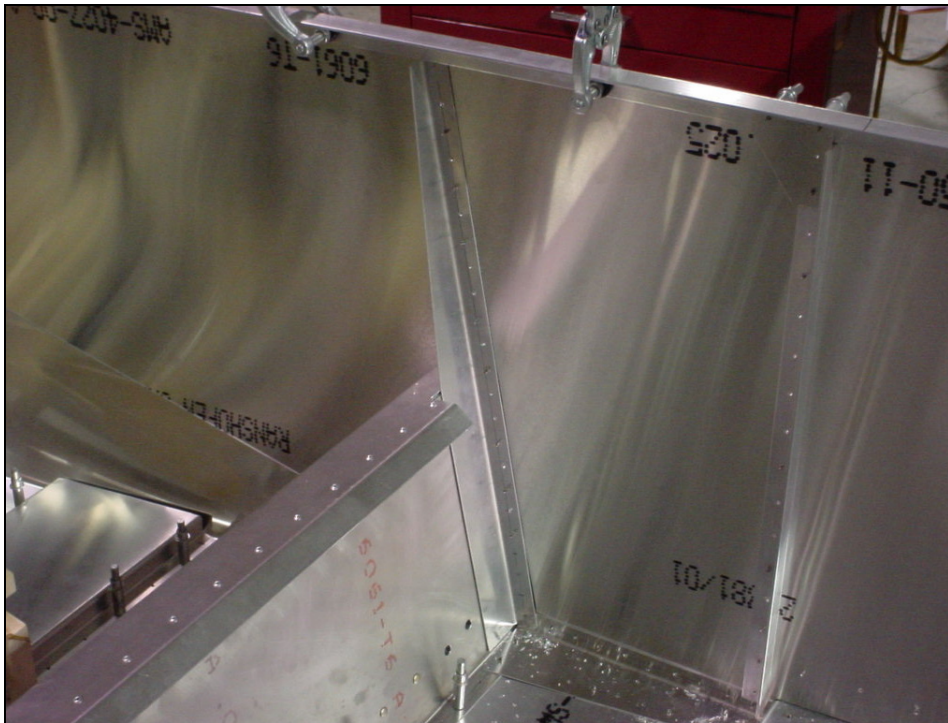


The Plywood spar template is square to the gear channel; it is not in line with the fuselage sides.



The wing attachment overlap the side flange of the gusset 6B10-4. The first hole from the bottom (in the fuselage side skin) will also be drilled through the side flange of the Gusset 6B10-4.

Note: Board between wing attachment and the clamp to prevent damage to parts. Do not over tighten.



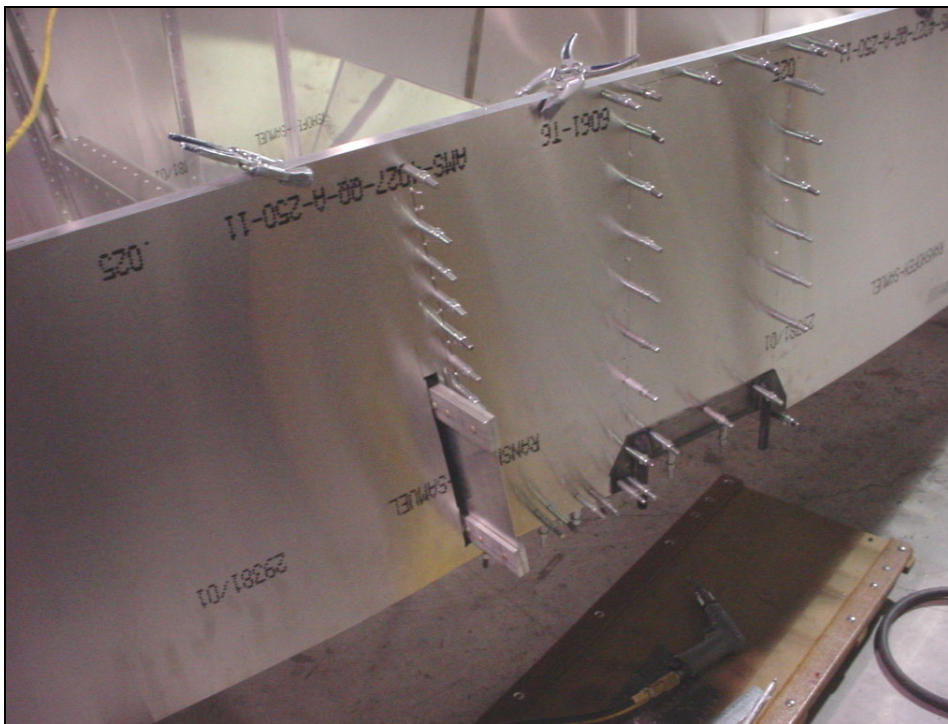
Detail of left side cutout.



CHECK: the top flange of the spar does not touch the aft Upright

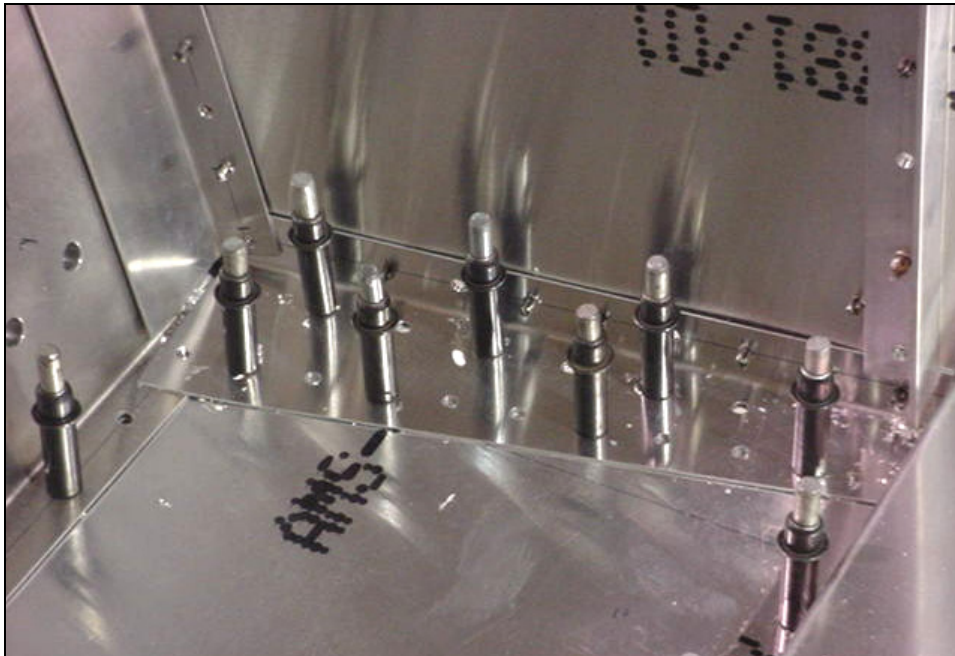


The Cutouts in the top aft corners of the Spar flange are large enough to make room for the rear Upright 6B13-1.



Lay out the rivet line, set the pitch. Drill and Cleco.

**A5 PITCH 20**  
6B13-1 to 6B11-2

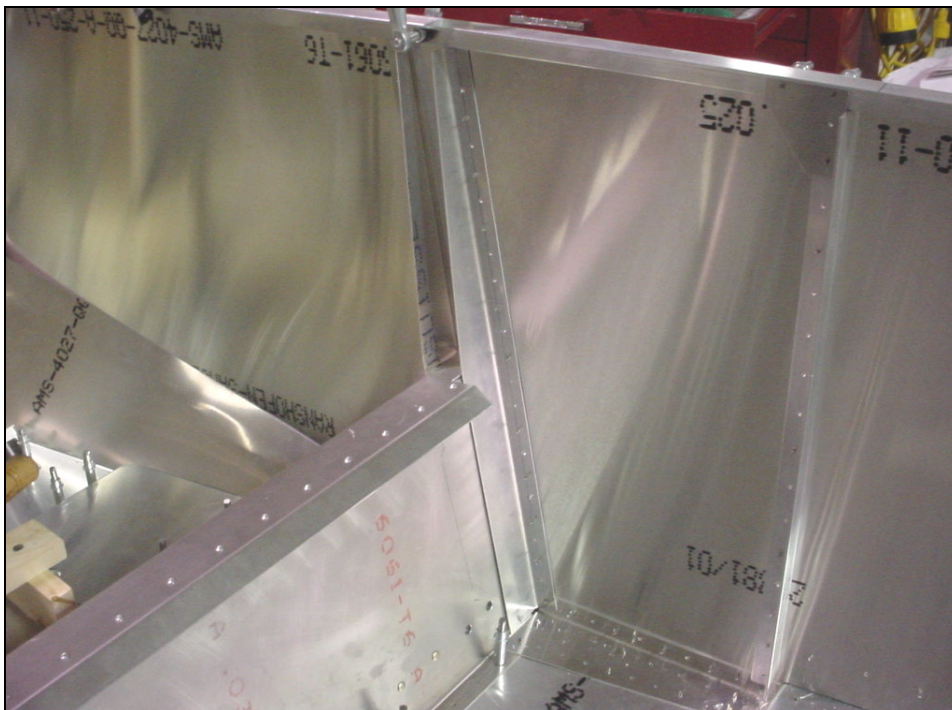


The Gusset overlaps on top of the gear Channel flange and the spar flange 6W4-1 Trim the front and aft end of the gusset to fit between the spar and the gear channel.

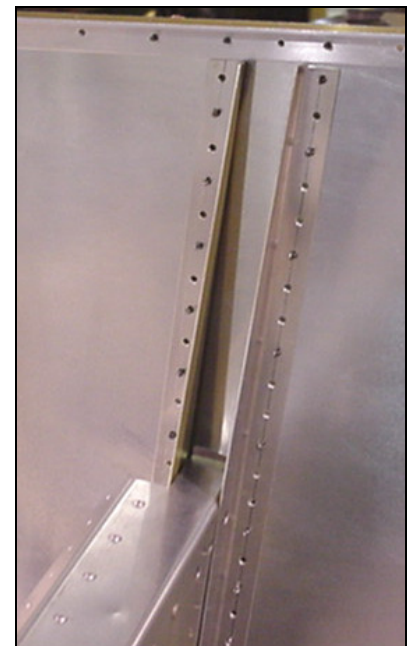
The I/B rivet line is through the Lower Front Longeron 6B10-3, O/B rivet line is 10mm from the edge of the cabin floor skin, and the third rivet line is through the side flange into the side skin.



**Rivets along front edge:**  
First layout the holes I/B hole through the Lower Front Longerons 6B10-3. Keep the O/B rivet close to the end of the spar to add a third rivet.



NOTE: Keep the spar insert bolted to the wing center section through the middle hole.

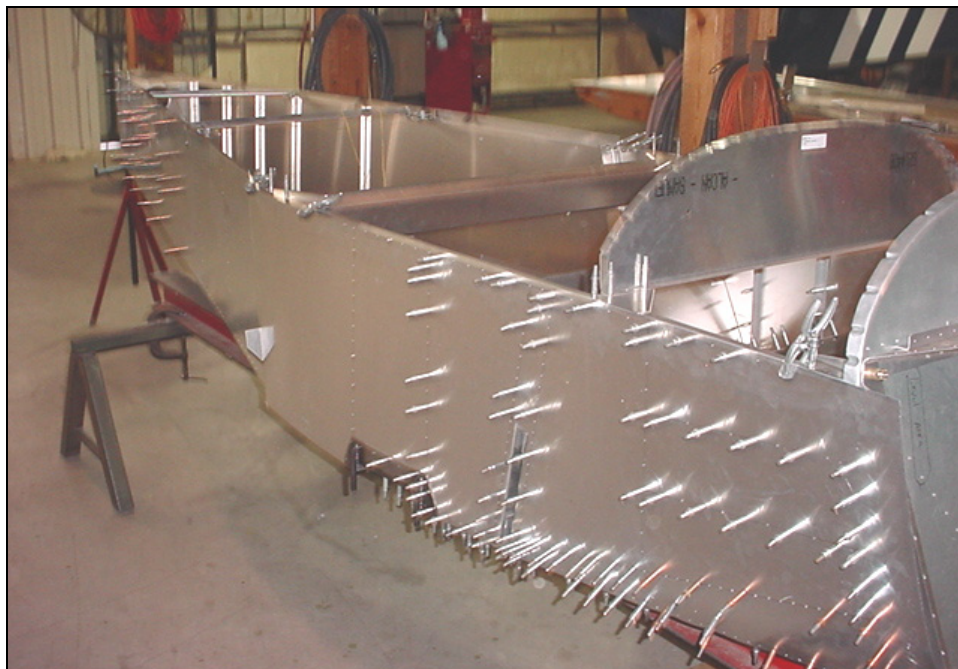


Install the front wing attachment uprights 6B13-1 on the front side of the spar.



**A5 PITCH 20**

Right side.



Forward side skins 6B11-2