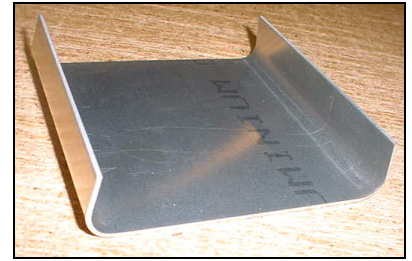




Layout the cutout on the side flanges. Ref. middle diagram drawing 6-T-2.

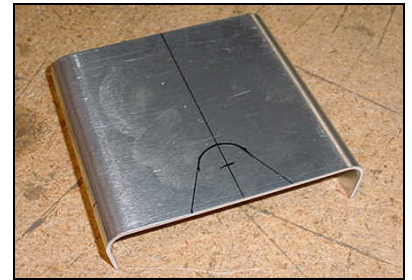
Middle cutout:

Layout: Width across bottom edge = 40mm
 Center of radius: 17mm up from bottom edge
 R12 = radius of 12mm



**REAR SPAR ATTACHMENT
 6T2-3**

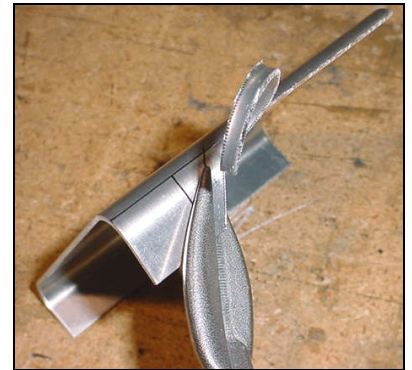
Supplied part without the cutout in middle and side flanges.



First mark the aircraft center line square to the bottom edge.



First do a rough cut, then cut on the line.



TOOL: Hand snips

Cut the side flanges. Use the hand snips to cut the .063" material.



Use a round file to touch up the corner.

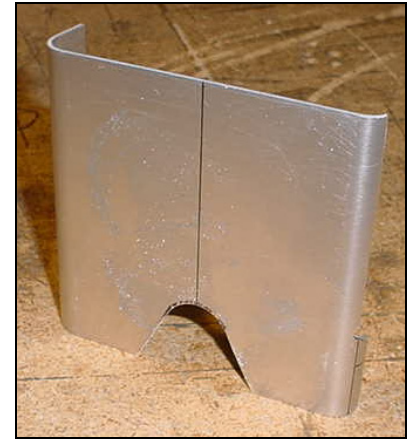
With a file, remove snip marks.



Rough cut.

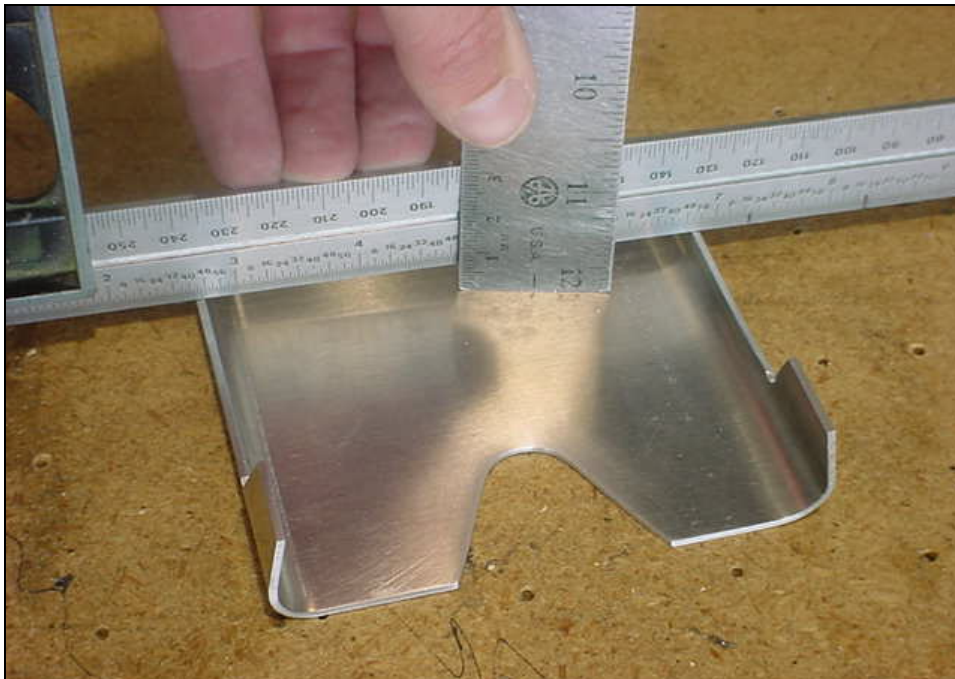


Cut on line.



Cutout in side flange is to make room for the elevator; bottom cutout is to make room for the elevator cable.

Half round file to finish radius.



**REAR SPAR ATTACHMENT
6T2-3**

Check the height of the side flange = approximately 3mm.

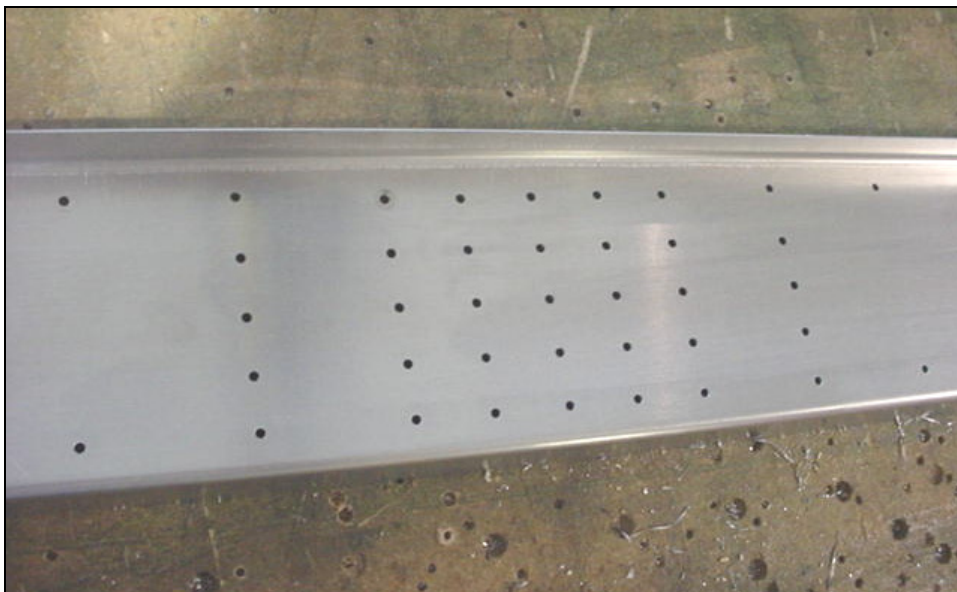


REAR SPAR 6T1-4
(pre-drilled)

Photo showing the 2 holes for the "L" angles to attach the end rib 6T1-2, ref. bottom left diagram on drawing 6-T-2.

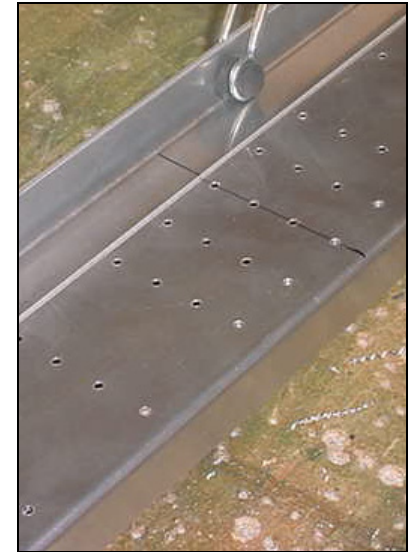
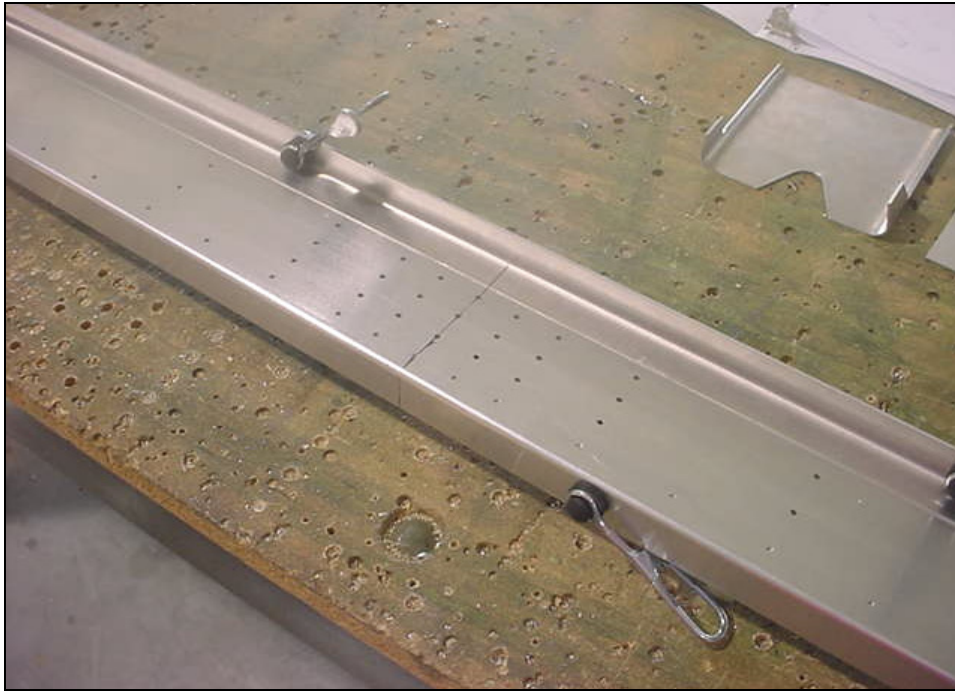
ORIENTATION: Top flange points towards the rear. The 85 degree flange (5 degree closed) is on the top.

Take a minute to identify the pre-drilled rivets lines:
Rivet line for the doublers 6T1-6HD and 6T1-7HD pitch 40
4 holes = outboard center ribs 6T1-2.



4 holes = rivet line for the first inboard rib.

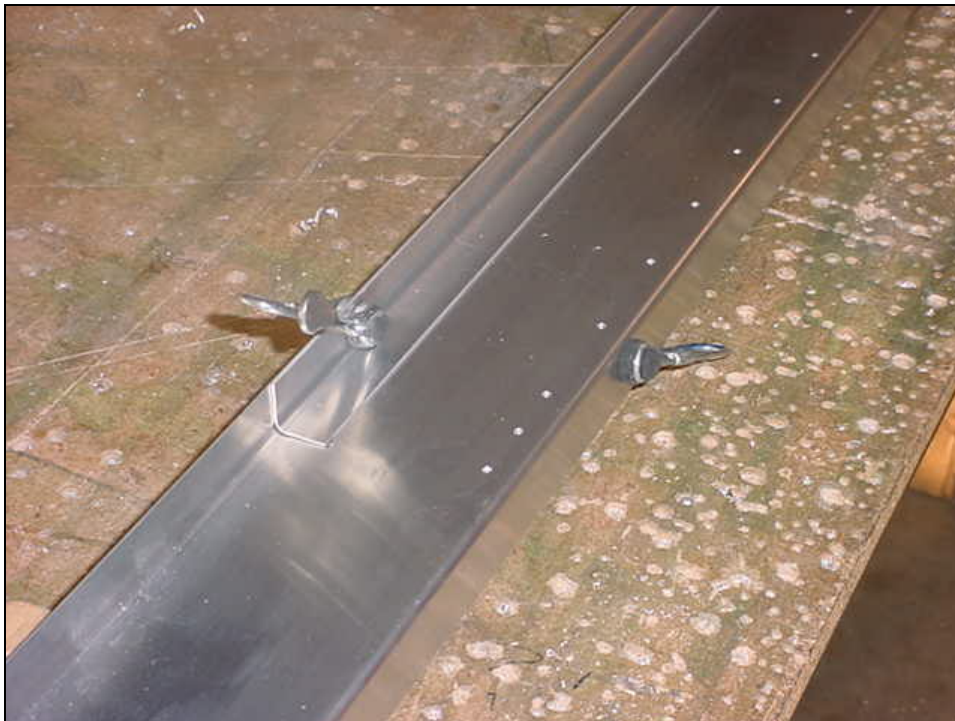
Rivet lines at the end of the shim 6T3-6HD
15 holes = rear spar attachment 6T2-3.



**REAR SPAR UPPER
DOUBLER
6T1-6HD**

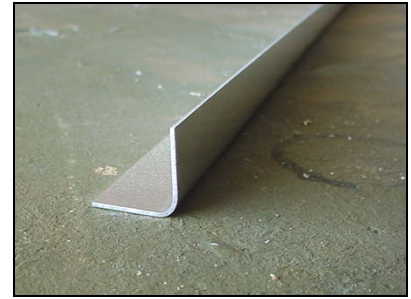
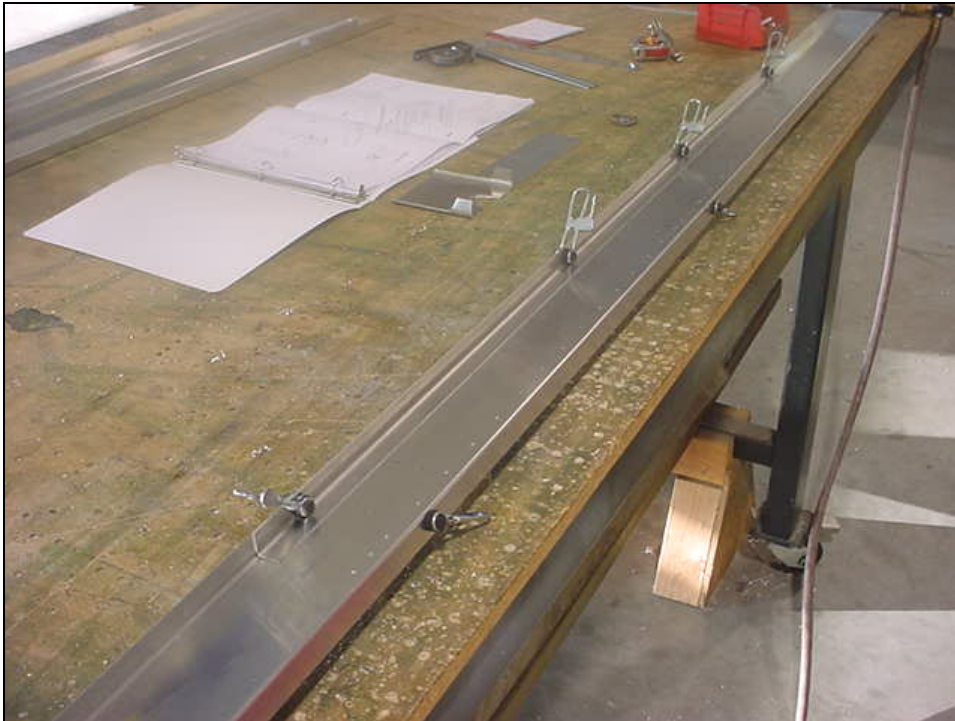
**REAR SPAR LOWER
DOUBLER
6T1-7HD**

- Deburr the pre-drilled pilot holes on overlapping surfaces with the Doublers.
- Layout the aircraft center line lines on the spar and doublers.
- Line up center lines and clamp.



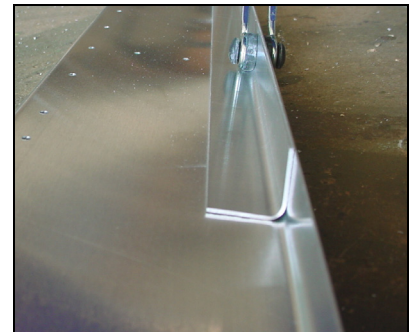
SUGGESTION: Clamps are on the spar flange.

The rear spar lower doubler 6T1-7HD is 5 degrees open.



Rear spar upper doubler
6T1-6HD is bent 5 degrees
closed.

6T1-7HD clamped to the bottom flange.



6T1-6HD clamped to the top
flange.

Support the spar on 2x4 wood blocks to keep the clamps raised above
the workbench.
Drill & cleco through the pre-drilled holes with #40 or #30 drill bit.



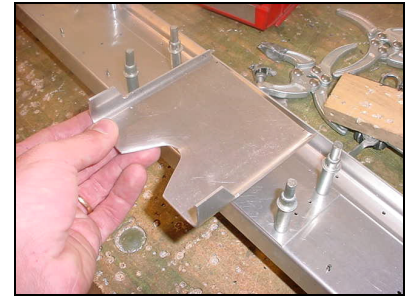
SHIM
6T2-6HD

Layout the center line square to the top edge.



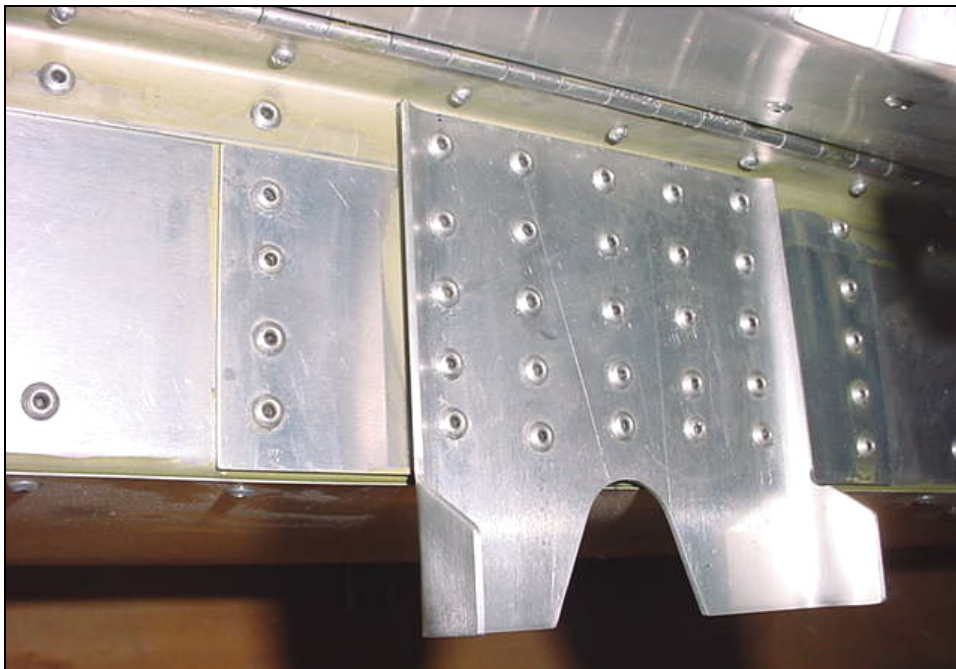
CHECK: The top edge of the shim is against the bottom edge of the doubler.

Line up center lines; clamp the shim to the spar.



Layout the center line on the rear spar attachment 6T2-3.

Drill & Cleco 4 holes approximately 10mm edge distance to ends of shim.



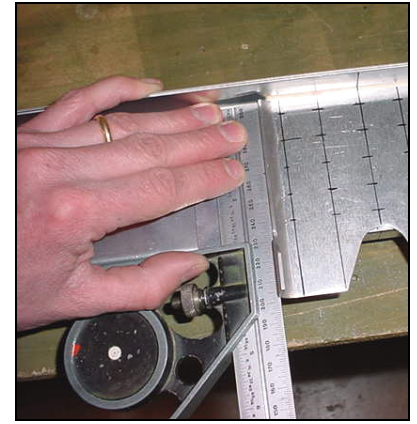
The overlap is approximately 15mm.

For the top rivet line in 6T2-3 an edge distance of 7.5mm is acceptable (also the 5 middle holes in the Doubler 6T1-6HD).

Photo of back side (rear view) of attachment 6T2-3.
File a radius along the front top edge of the attachment 6T2-3 to position attachment as far up on Double 6T1-6HD as possible without interfering with the radius (for maximum overlap of 6T2-3 with 6T1-6HD).



Clamp the Rear Spar Attachment 6T1-3 to the spar.

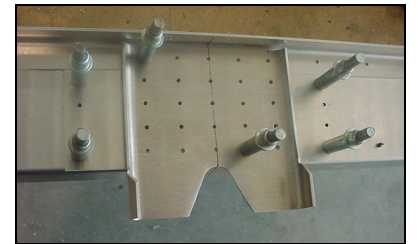


CHECK: The sides of the rear spar attachment 6T2-3 are square to the bottom flange of the spar.

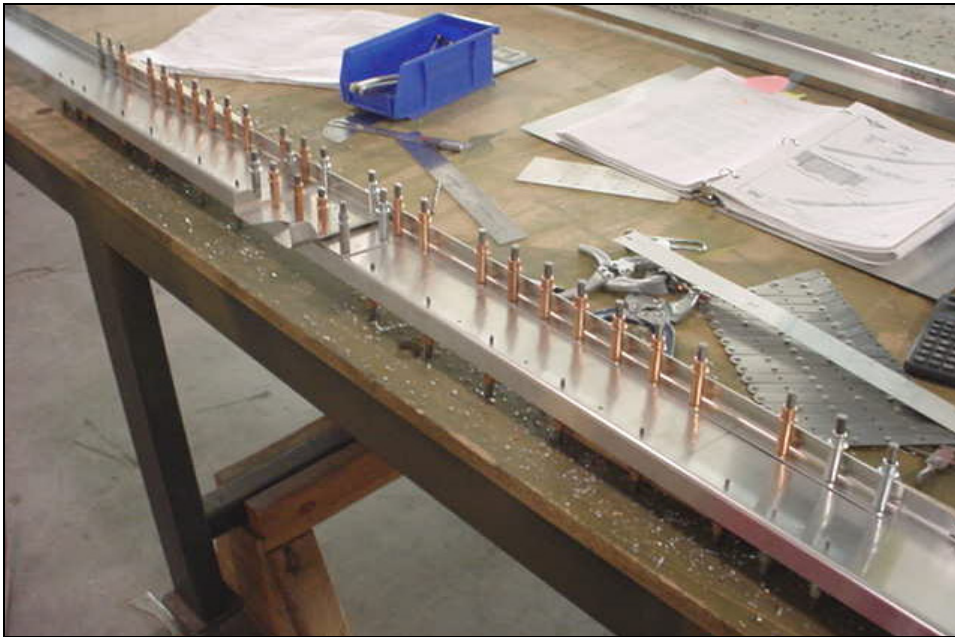
CHECK: The top of the Attachment is even with the bent tangent line of the Upper Doubler.



Back drill and cleco the 25 holes.



TIP: First drill undersize holes, either #30 or #40 drill bit.



Rear spar with doubler and rear spar attachment.



Ref holes in top and bottom doublers: wait to open up the holes to #20 until after the center ribs are installed.