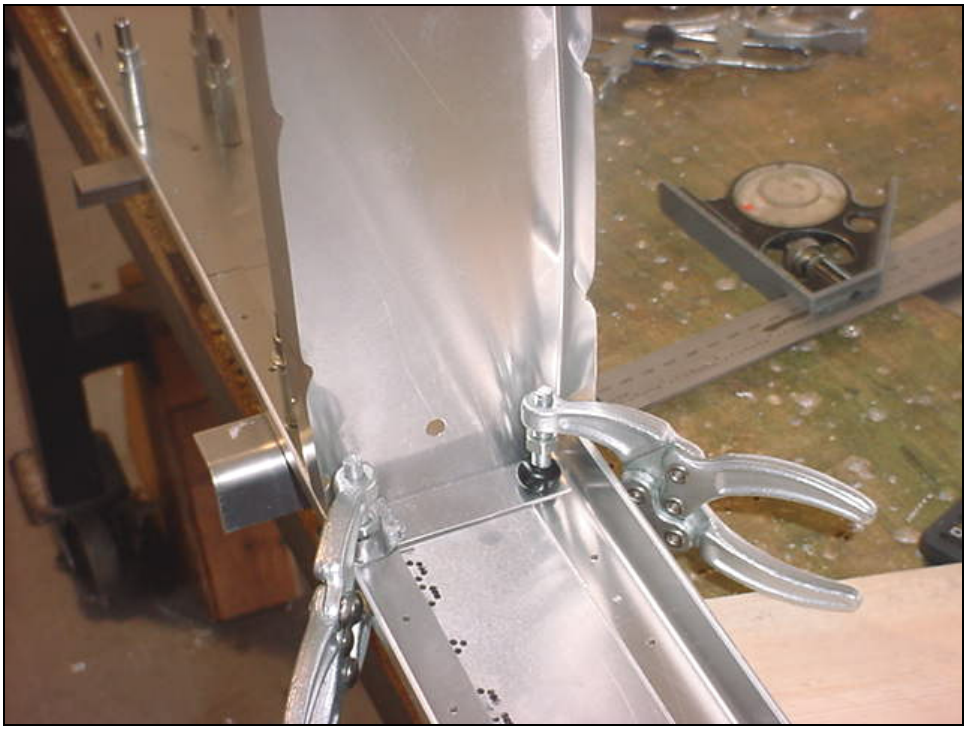
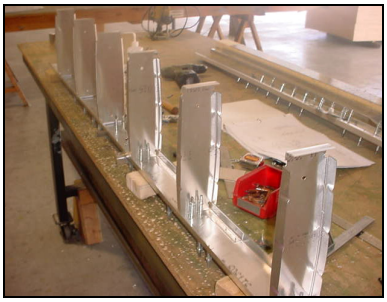
CENTER RIBS
6T1-2

The tooling hole nearest the flange is the front of the rib.
Ref. drawing 6T1-2.
Ribs are supplied with a label on the front flange.





ORIENTATION: the rib flange points outboard.

Qty: 3 left + 3 right

Mark the rivet line on the flange.
Position the rib flange over the pre-drilled holes and clamp in place.

Drill and Cleco through the pilot holes in the spar.

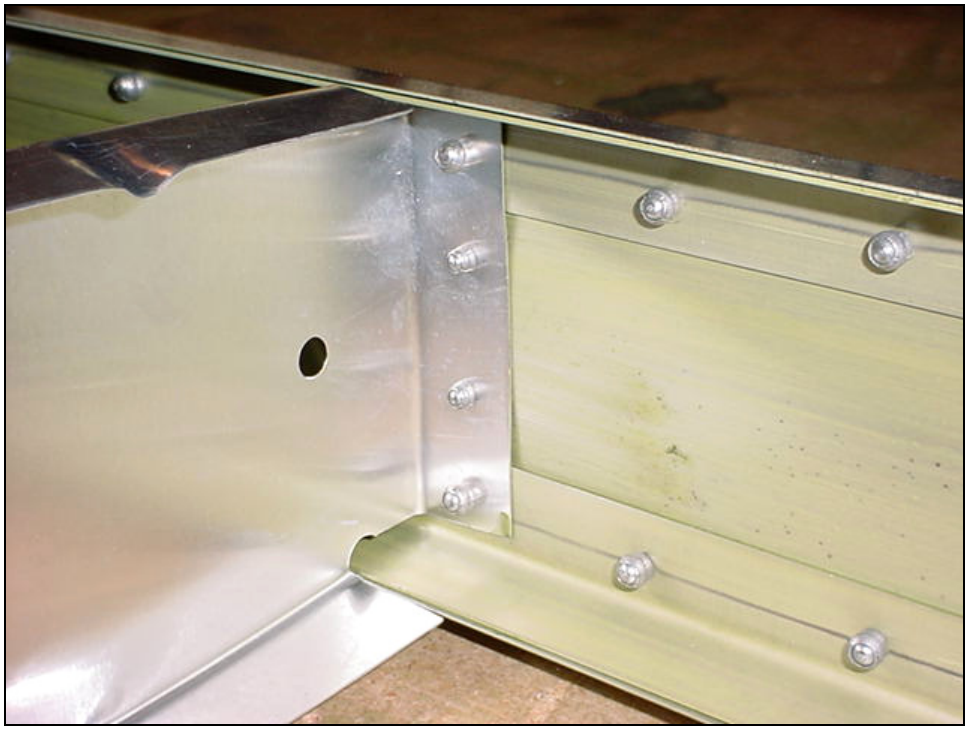
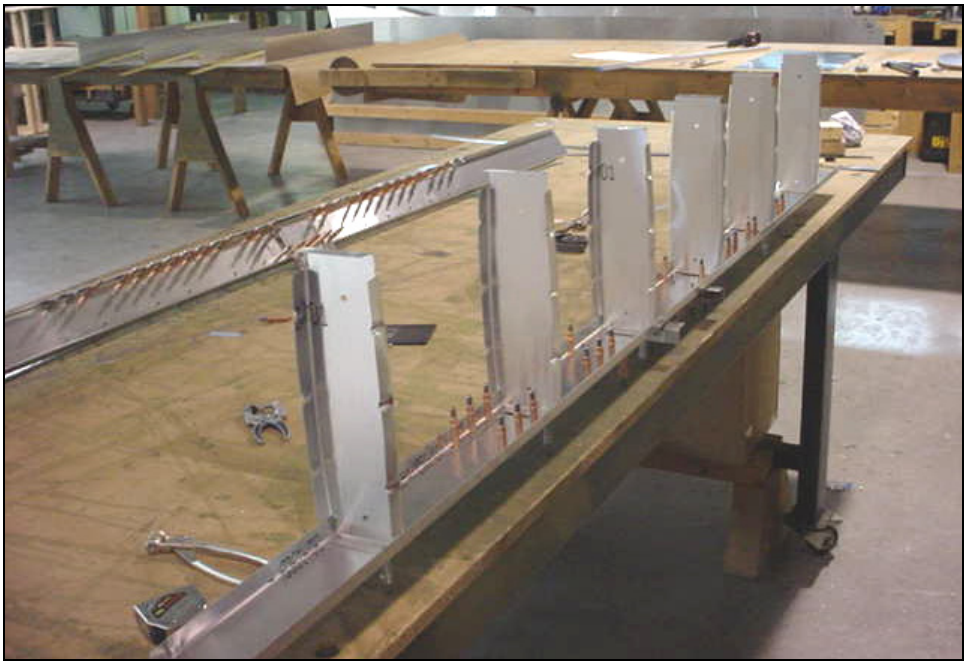


Photo to show how the flange will be drawn in between the top and bottom Doublers. Riveting is done later after the parts are drilled and deburred.

NOTE: it is acceptable to have less than minimum edge distance on the two end holes.

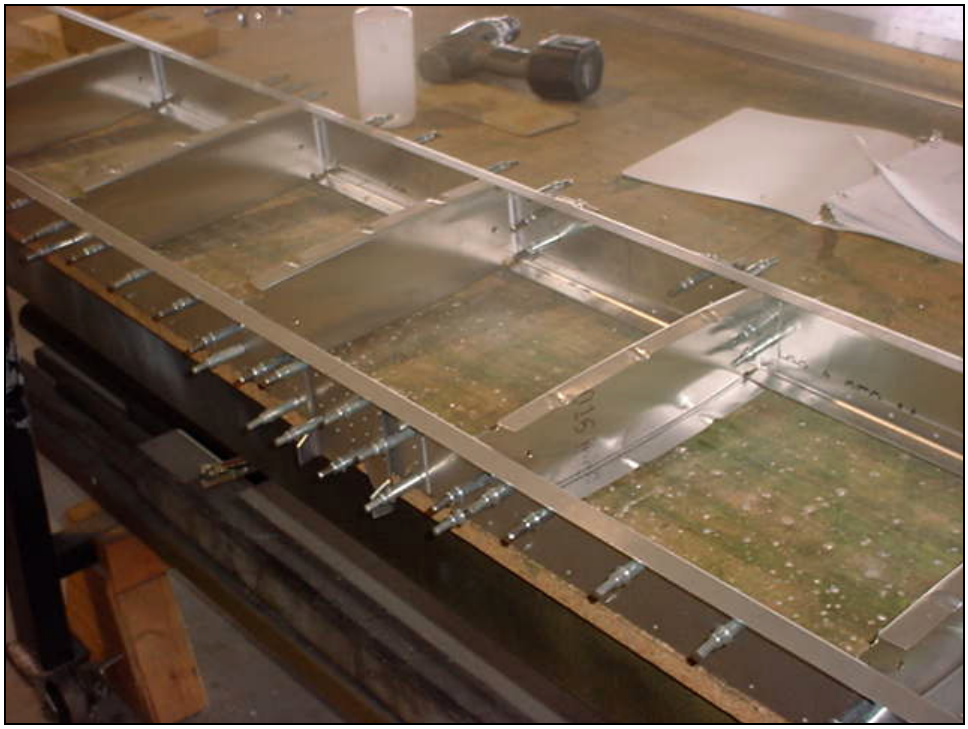
A shim is not required between the top and bottom Doubler.



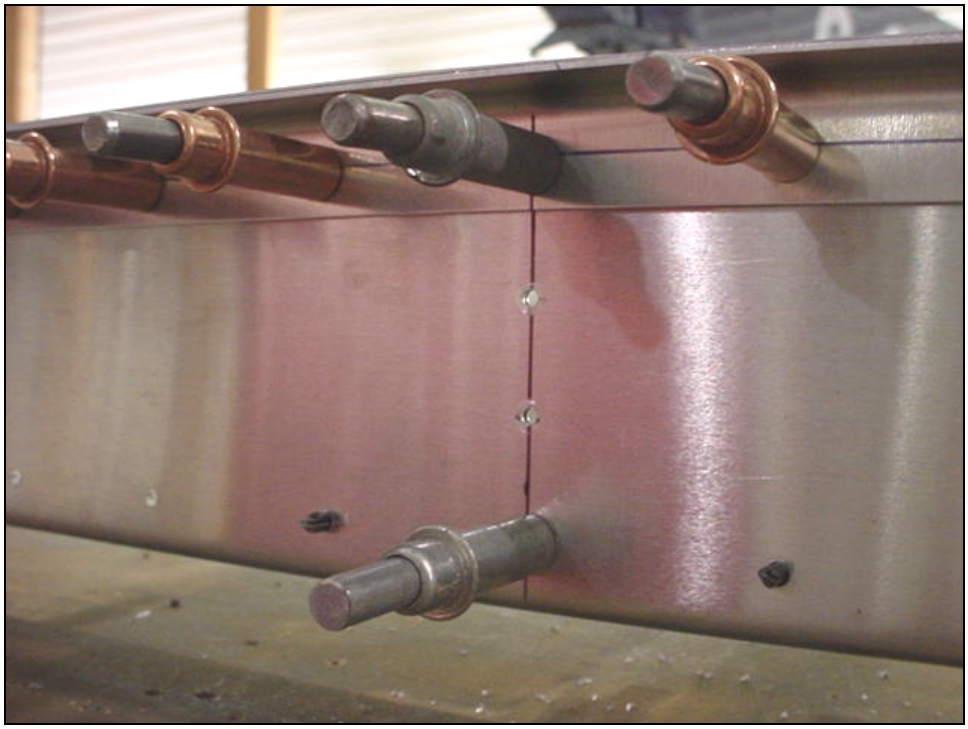
Ribs Clecoed to front spar.

Clamp rear spar to ribs.

Line up the flange rivet line through the pre-drilled pilot holes in the spar.



Drill & Cleco ribs to spar.



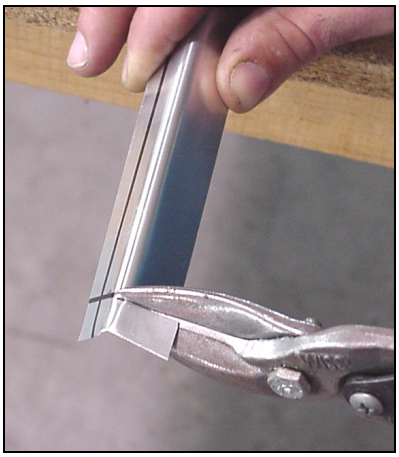
6T1-6HD is underneath the top flange.

Rear spar.

Stabilizer skeleton.

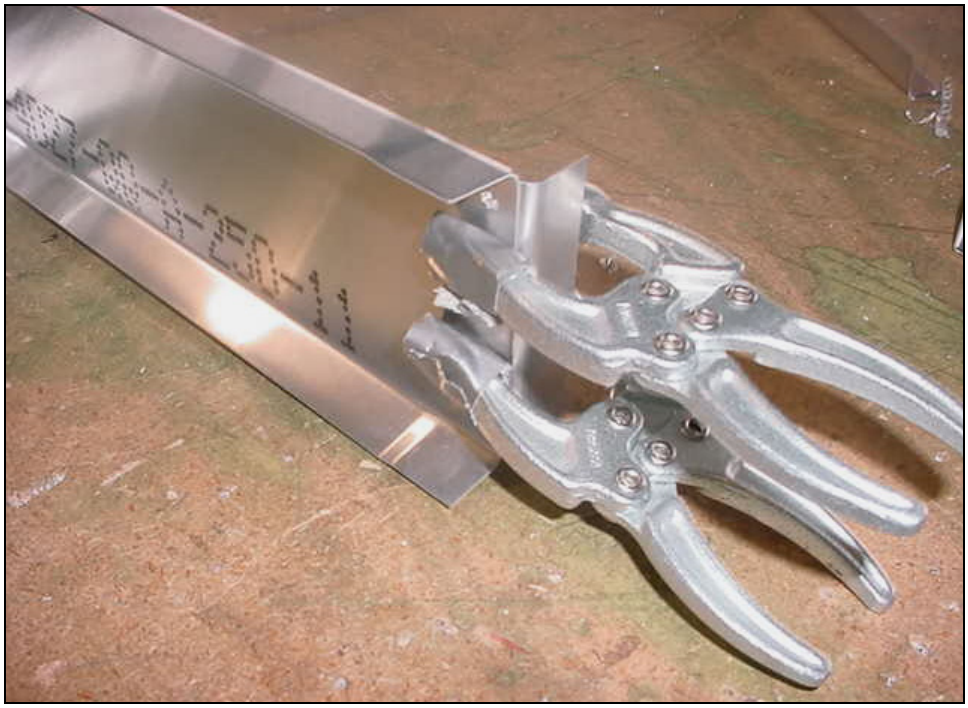
“L”ANGLE
Supplied in 4ft length.
Ref: see top right diagram on drawing 6-T-0.

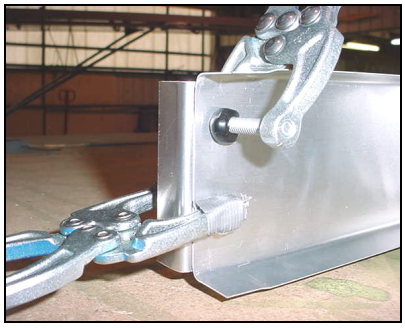
Cutting the “L” angle: **Qty = 4**
Layout: length = approximately 75mm.
Rough cut: Snip both flange, twist to break off. Then do a final cut on the line.



Final cut: start on one flange and keep snipping around radius across to the second flange.

Round off corners with flat file.

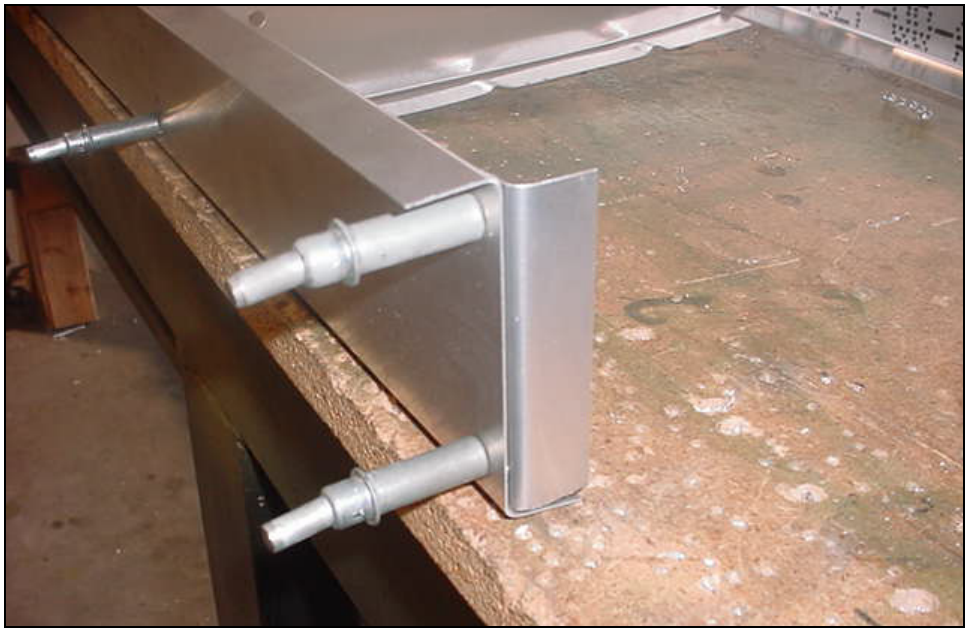


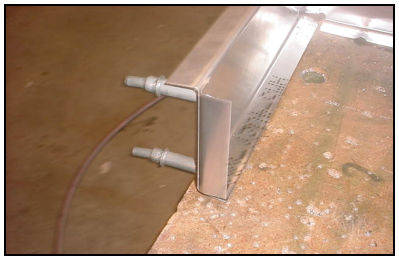


ORIENTATION: “L” angle on the front side of the spar.

“L” Angles at the end of the front and rear spar to attach the end ribs 6T1-1.

FRONT SPAR
Clamp the “L” angle to the ends of the spar.
Check: length measured outside to outside of L angles = 2205mm

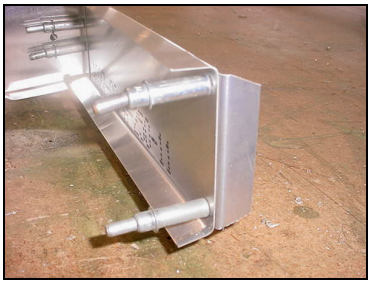




Clamp the “L” Angle on the front side of the spar; the end of the spar is even with the bent tangent of the angle.

Drill & Cleco.

REAR SPAR
Detail of right end.
CHECK: Distance between L angles =2205mm. Ref: bottom diagram on drawing 6-T-2.



FRONT SPAR
Taper the corners of the “L” angle (to fit inside the end rib).

L angles at ends of front spar: taper corners.

Take the skeleton apart, deburr and reassembly with clecos. Rivet skeleton.

Open up the pilot holes to the rivet size:
A5 RIVETS for Doublers to spar.
A5 RIVETS for rear and front attachments to spar and Shim.
A4 RIVETS through “L” angles and the 2 middle rivets in ribs and web.

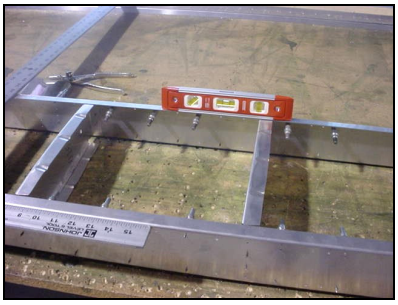
With a marker, mark the rivet line on the rib flange and spar flange (edge distance = 10mm from the edge).

ORIENTATION: work with the stabilizer skeleton upside down on the workbench: attachment brackets point up.

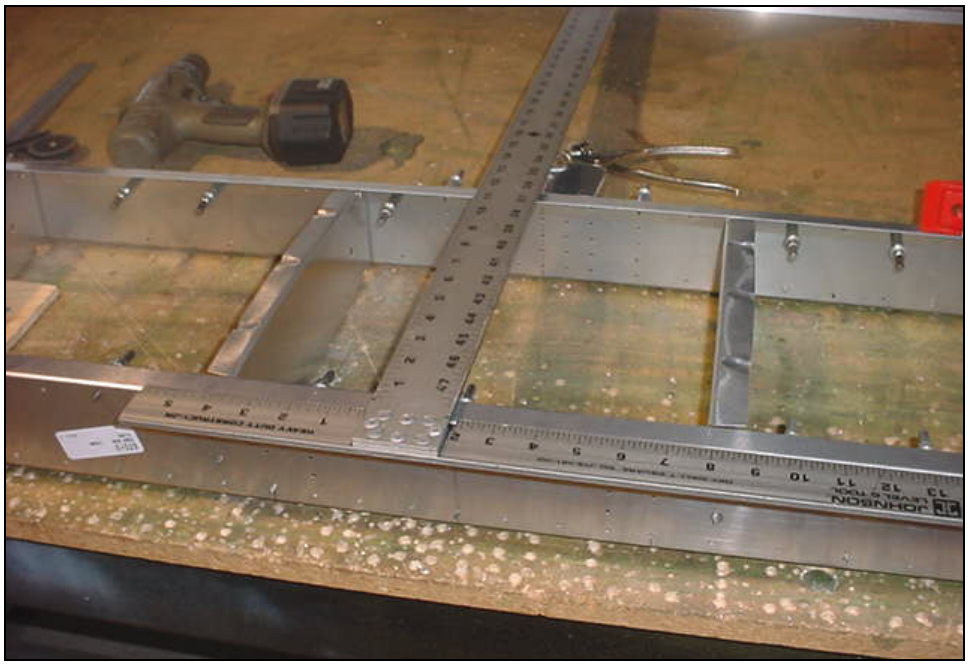
Screw a 1x2 furring strip (board) to the workbench.
NOTE: The boards are positioned along the edge of the workbench.

Position the skeleton with the front spar on top of the 1x2 board .

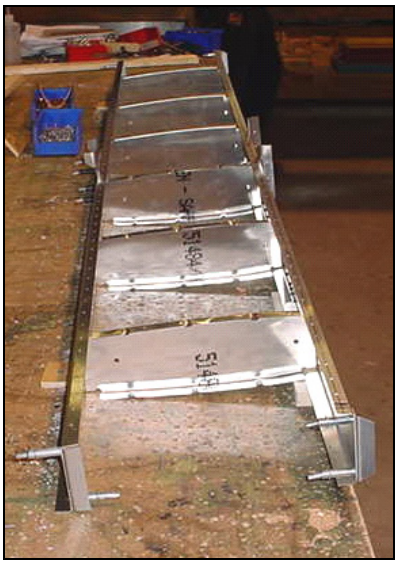
Screw wood blocks (piece of plywood) into the workbench to hold down the rear flange.



CHECK: The front and rear spars are level. The skeleton is not twisted.



CHECK: the ribs are square to the spar.



Also screw block along the ribs to keep the ribs square to the spar.