



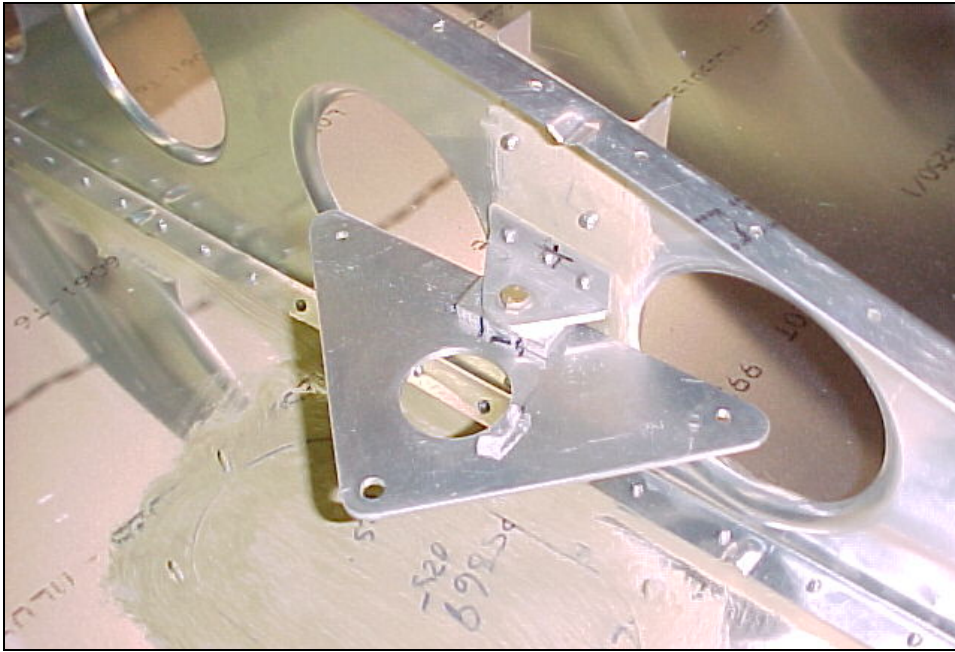
Aileron Bellcrank
6W10-1 as supplied with the
Spacer 6W10-2 already
riveted in place.

6-W-10 Qty = 2 soonest



Bushing 6W10-3

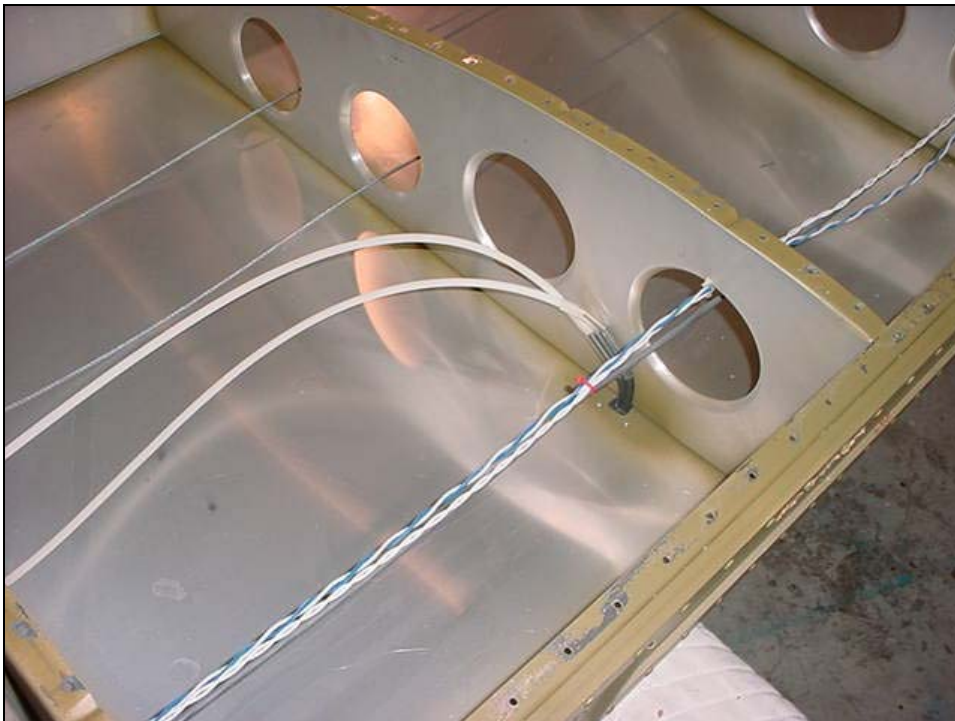
Insert the bushing 6W10-3 in the 6.4mm reamed hole
Check: The bushing turns. The bearing surface is between the outside of
the tube and the bellcrank.



Aileron Control Bellcrank assembly

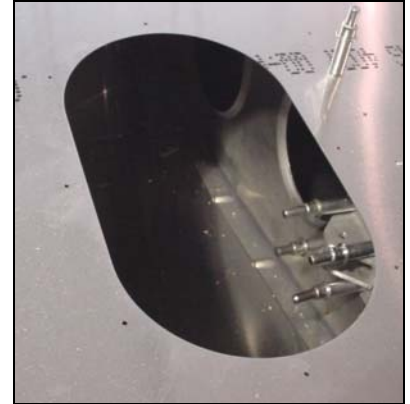
Bolt the assembly to the brackets on RR#7. Bushing 6W10-3 fits in between the Aileron Bellcrank supports with one AN3-12A bolt to keep the bushing from turning.

COMMENT: The Bellcrank can also be installed later through the access hole.



Pitot and static lines.

Detail of the pitot tube connection.



Check that the pre-drilled holes in the aileron access cover 6W9-3 line up with the pre-drilled holes in the rear bottom skin 6W8-2

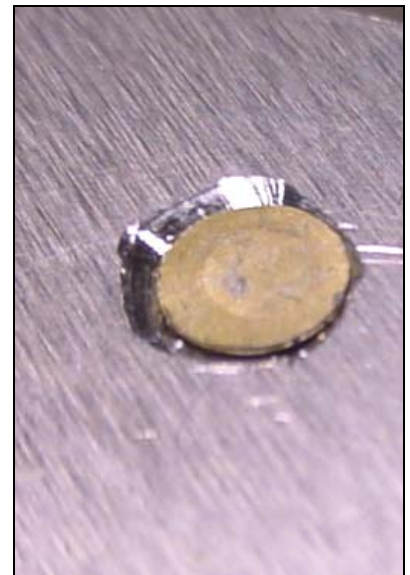
Aileron access cover 6W9-3



Open to 3/16" hole



Screw nutplate on back side



Solid rivets: counter sink the 3/32" holes with a larger drill fit.





Solid rivets:

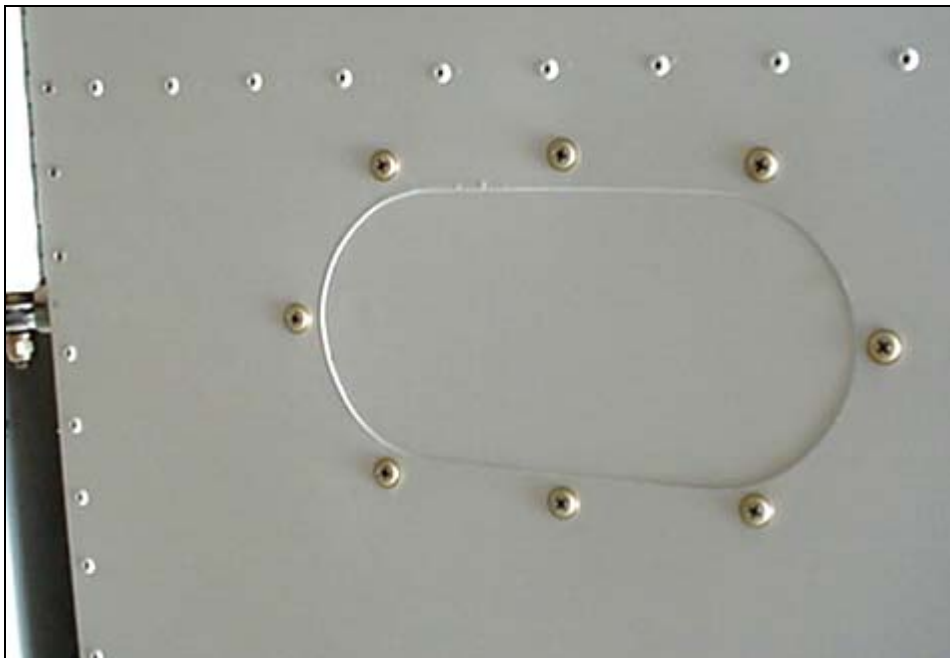
Position the head of the rivet on a steel bar, and with a hammer flatten the rivet (To avoid damage to the nutplate, position a steel rod or bolt on top of the rivet and hammer down on the end of the bolt).



Nut plates are riveted to the access cover.



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Aileron access cover 6W9-3



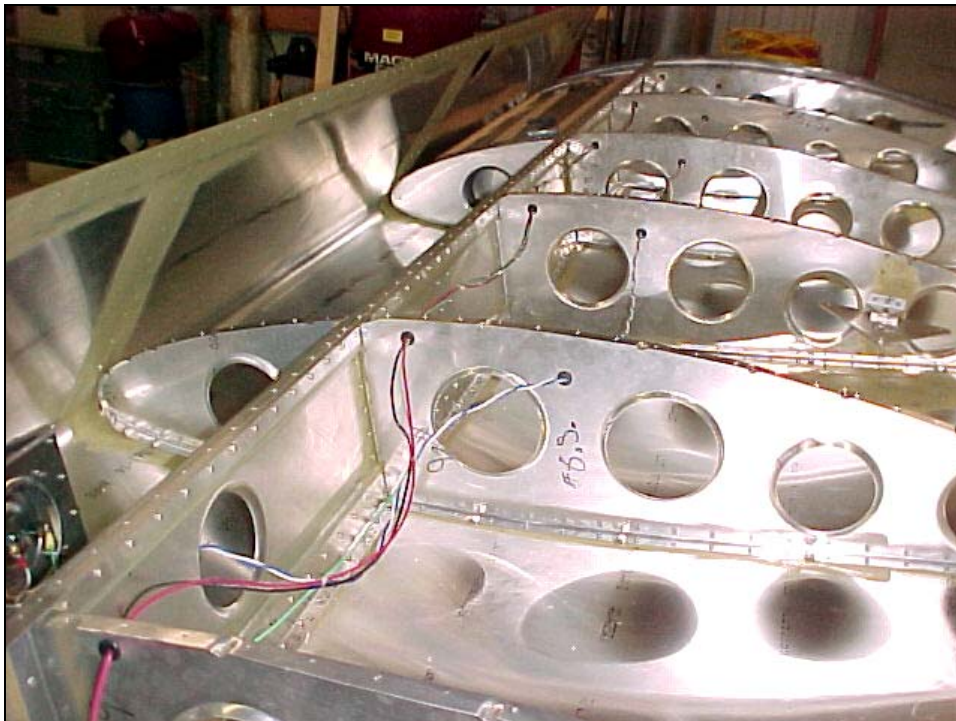
Both the aileron bellcrank and tank end access cover will overlap on the inside.



Pivot cover plate around one screw.



Threaded steel rod 6W10-5



COMMENT: Position the grommets in the rear rib on the back side of the wing locker Ref. 6-WLO-1 and Landing light option drawings 6-LLO-1

Install the pitot and static lines through the lightening holes.



Alternative to using grommets; double tie wrap technique.

Optional: Insert wire for landing lights and/or Nav/strobe lights, and electric aileron trim tab through the Rear Ribs.



Aileron stop 6W10-4

Aileron deflections, see 6-W-10