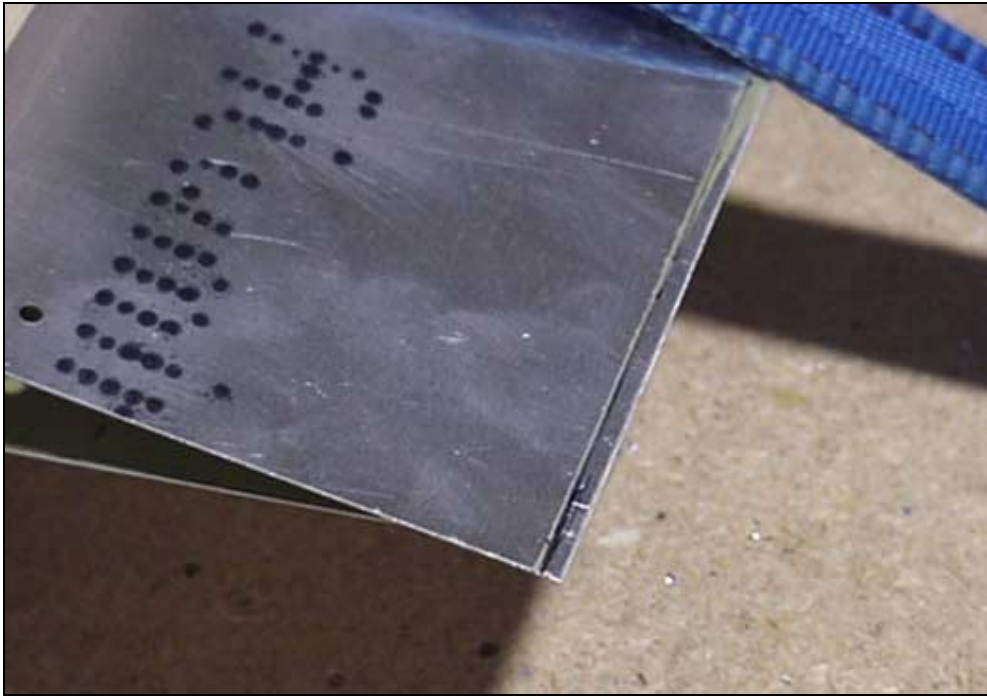




Debur and apply corrosion protection. At this time the bottom can be riveted together.



Turn the flaperon over and let the assembly rest on two beams. This is needed because the Hinge Bracket extends down. Using several straps and 1 x 2 will help bring the skin down. Before drilling make sure there is no twist in the assembly.



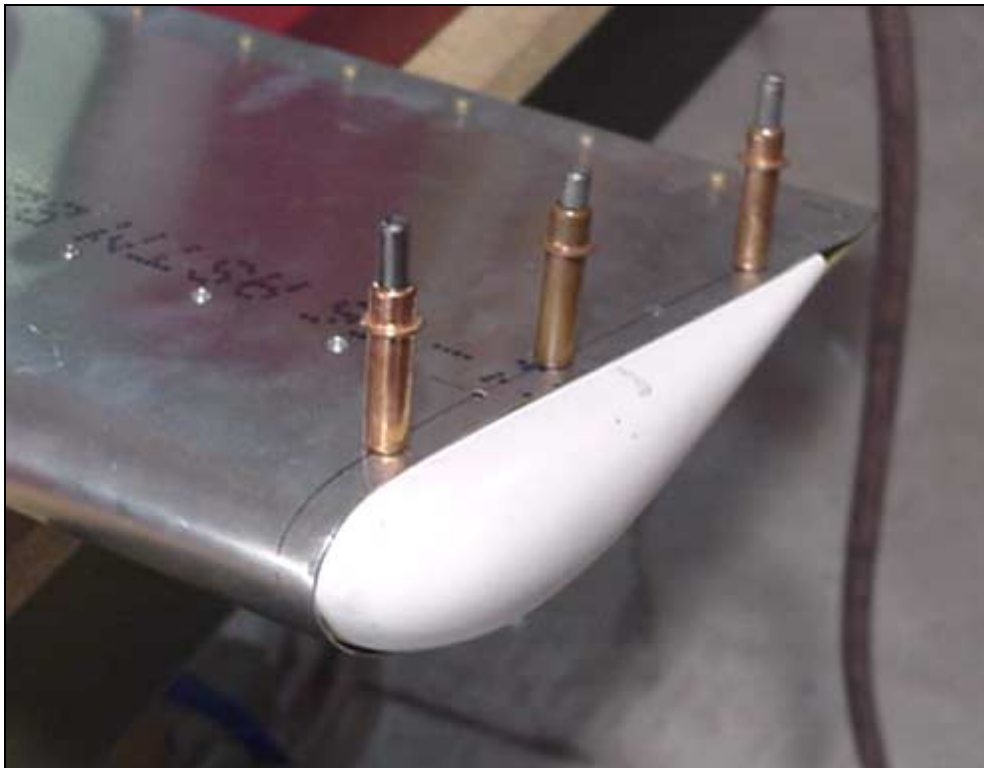
The top skin could end up short, but don't worry, just mark and trim.



Release the straps and debur, be very careful not to ding the skin. Strap the skin down and rivet the skin. Layout a line on the trailing edge and use a pitch 40. These will be drilled to #40 using AN470-A-3-3 soft rivet.

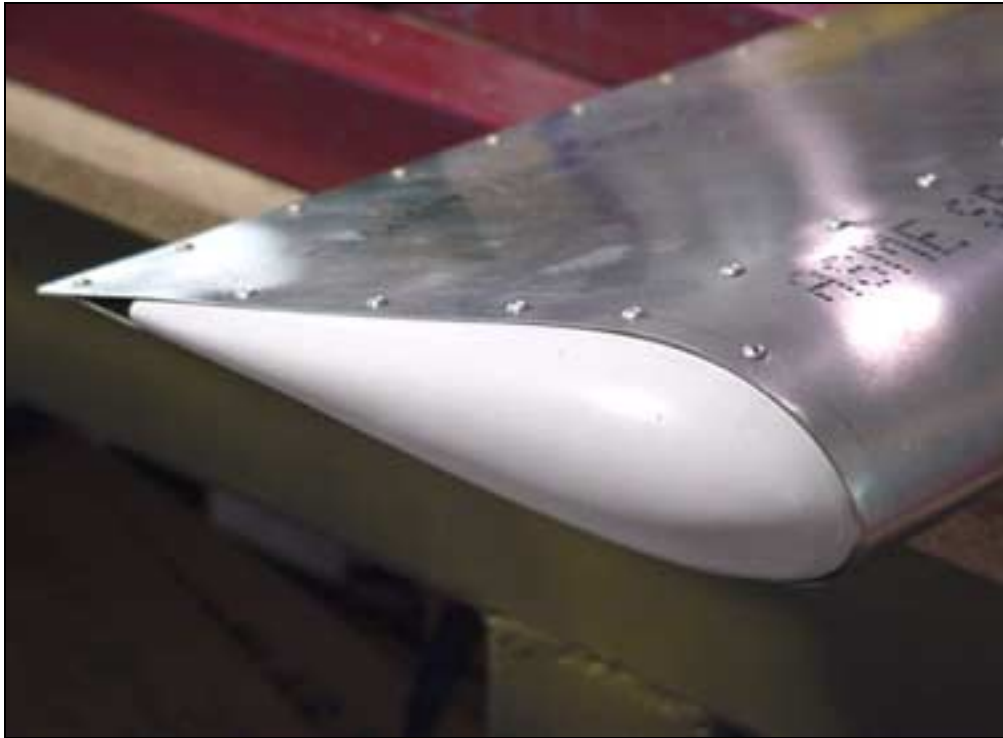


Debur and rivet the trailing edge together, using a hand rivet squeezer.



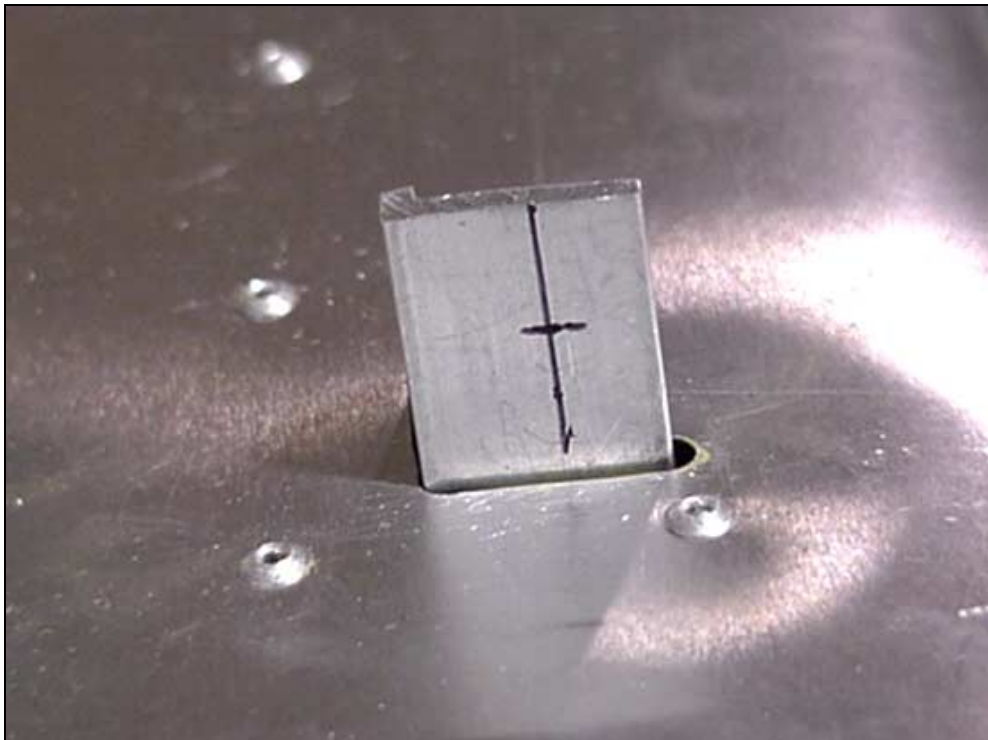
7A2-6 Flaperon Tips

On the outboard section, there will be a fiberglass tip to add. Slide the tip in for nice fit, drill and rivet. Use the same rivet pattern as the rear and nose ribs.



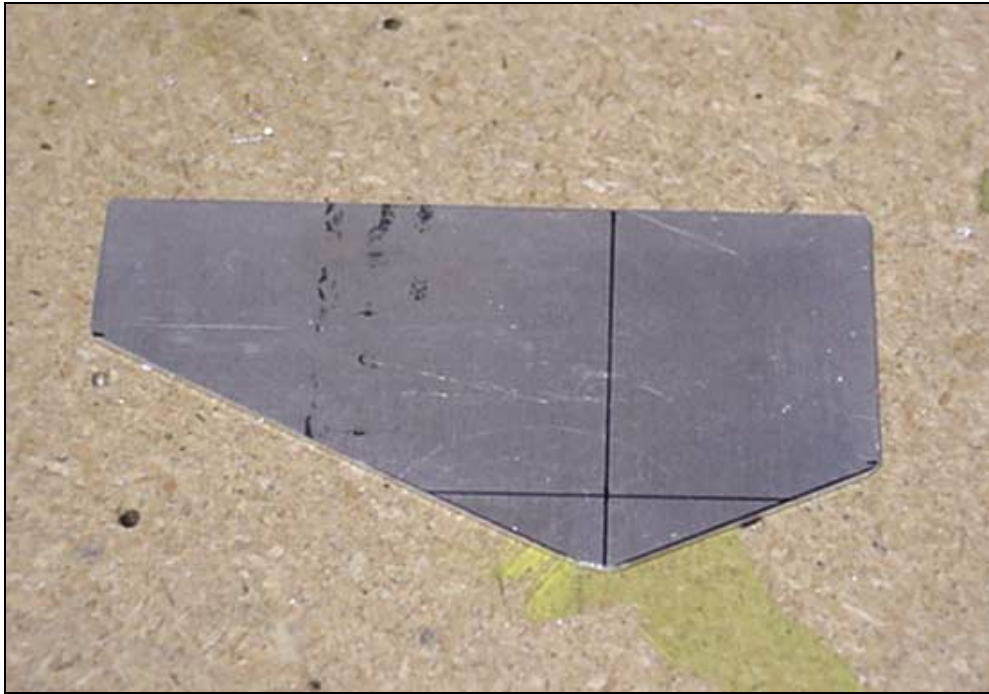
7A2-6 Flaperon Tips

Flaperon outboard end.



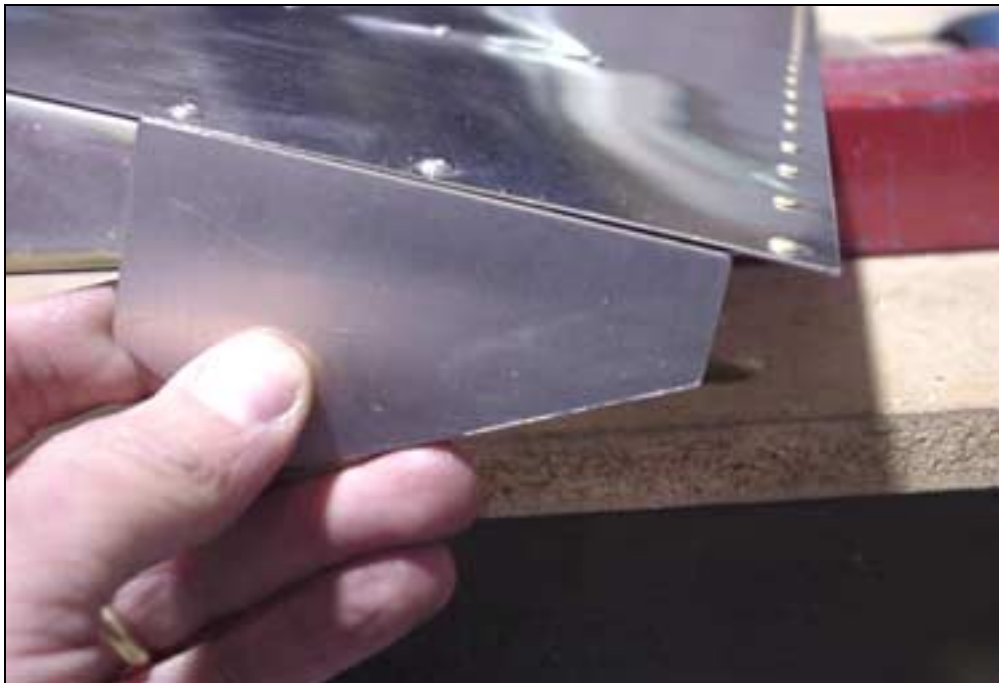
7A1-5 Hinge Bracket

The Hinge pivot holes are drilled differently in the O/B and I/B Flaperons to keep the leading edge in line for the nose splice 7A2-3. Mark and drill to a 3/16 hole (see 7A1 Drawing).



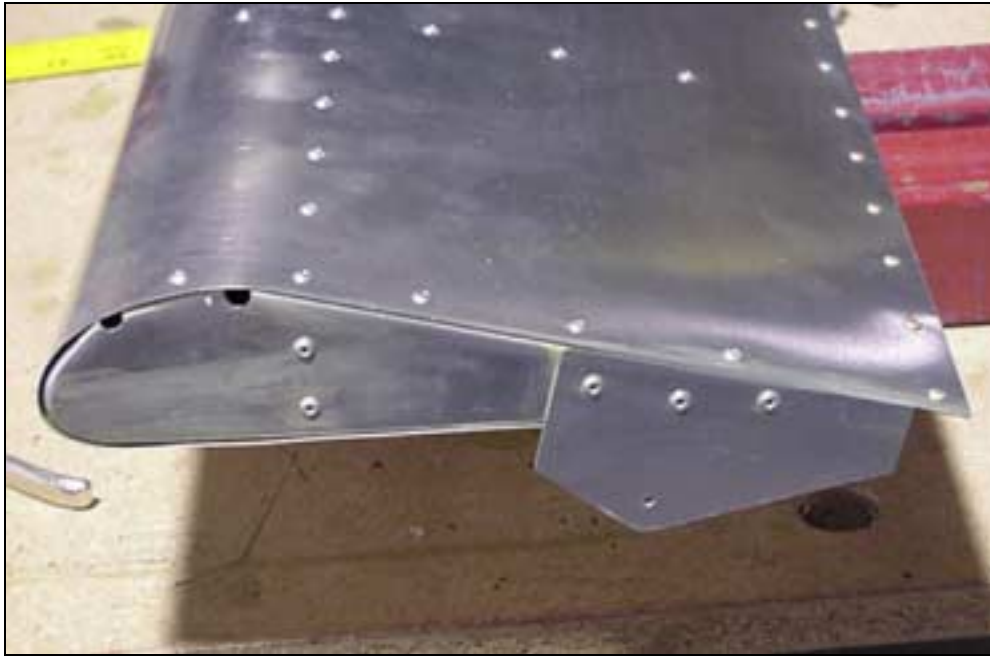
7A2-2 Rear Splice Plates

Layout and cut the Rear Splice Plates, and drill the 3/16" hole to number #30, so it can be clecoed at this time.



7A2-2 Rear Splice Plates

At this time only the outboard Rear Splice Plate will be installed. Measure 20mm from the trailing edge and flush with the top edge of the skin.

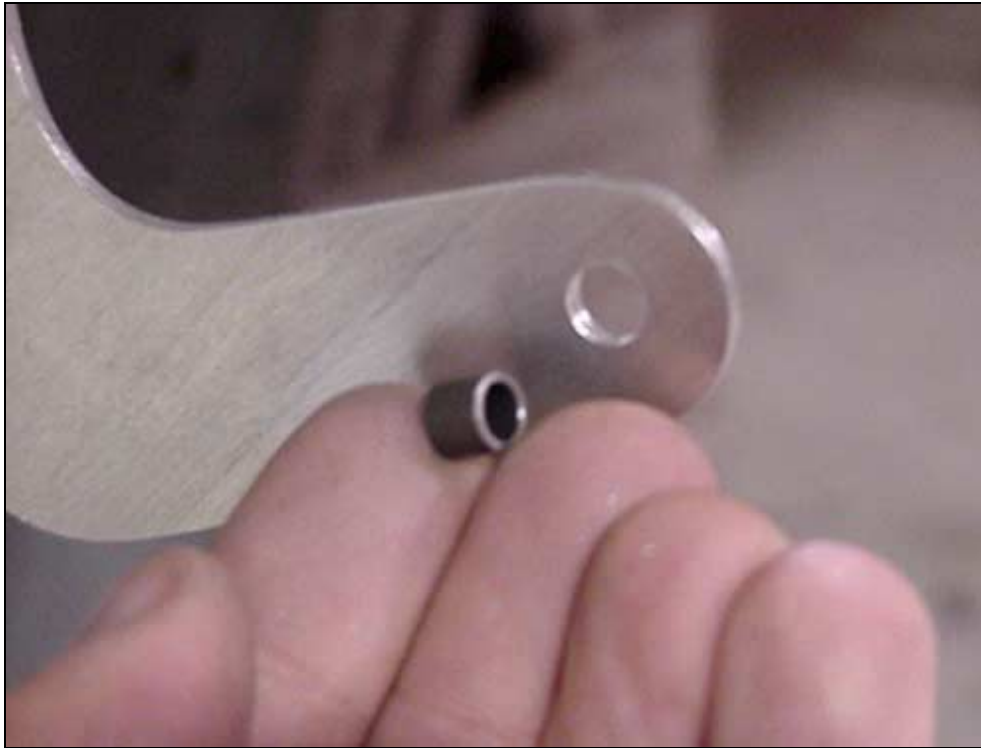


7A2-2 Rear Splice Plates

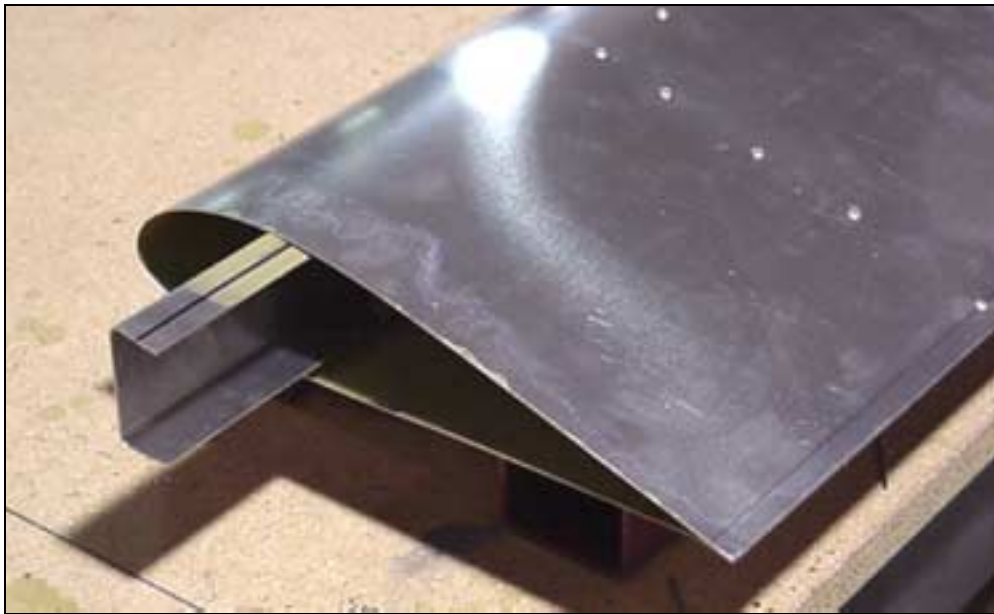
Layout three A4 rivets drill and rivet to the rib.



Bolting the Flaperon to the wing using AN3-6A Bolt and 5.5mm Bushing.

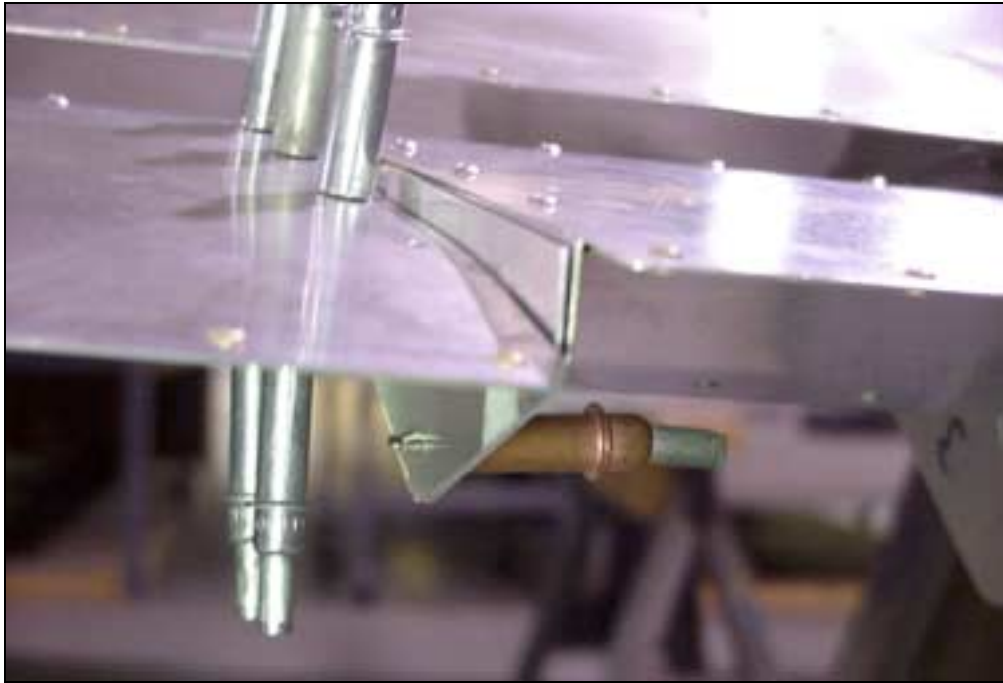


The Flaperon Arms will be drilled to 6.5mm hole, which is a little larger than $\frac{1}{4}$ hole. On each side of the bushing there will be a $\frac{1}{4}$ washer AN969-416. Add a little grease and bolt the Flaperon to the wing (7-A-1 DWG).



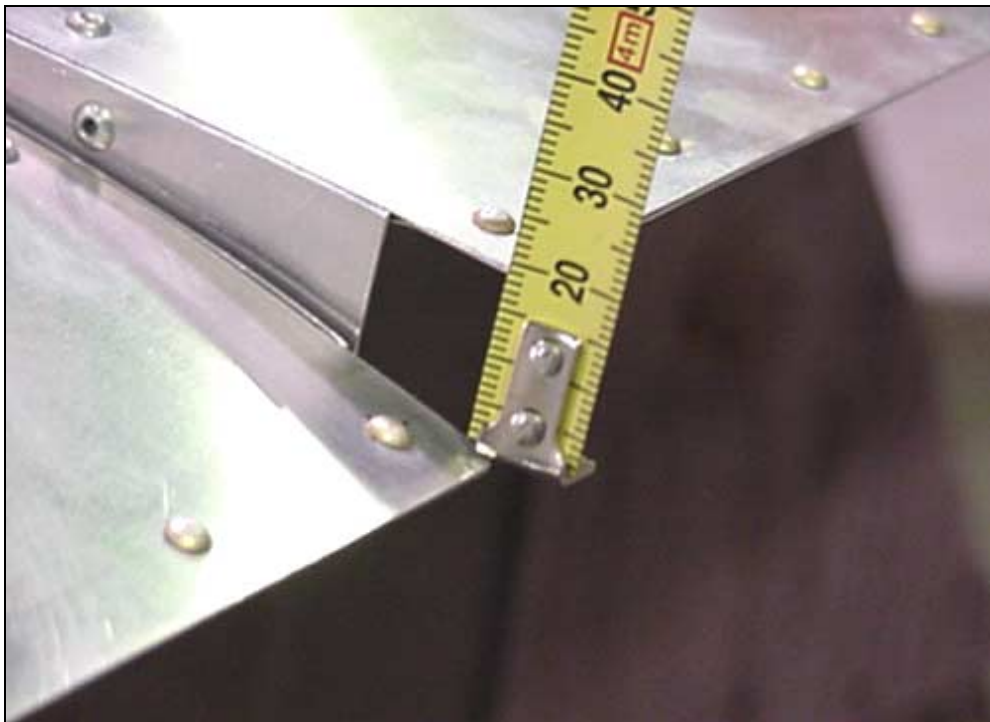
Flaperon Inboard Section

It is time to build the inboard flaperon. The inboard is built the same way as the outboard but the length is shorter on the inboard (L=1740). Layout the ribs to the drawing and check with predrilled inboard skin. At this time build the inboard and don't worry about trimming the inboard end. This will be done later when the wings are mounted to the fuselage for nice fit to the fuselage. The Flaperon Spar can be trimmed flush with the Flaperon Skin.



7A2-1 Rear Splice Plates

Bolt the inboard section to the wing. At this time the washout will be done (A condition of rigging in which a wing has decrease in its angle of incidence near the tip. Lift is decreased on the side of the airplane having wash-out.). The outboard flaperon is raised 15 to 17mm higher than the inboard section.

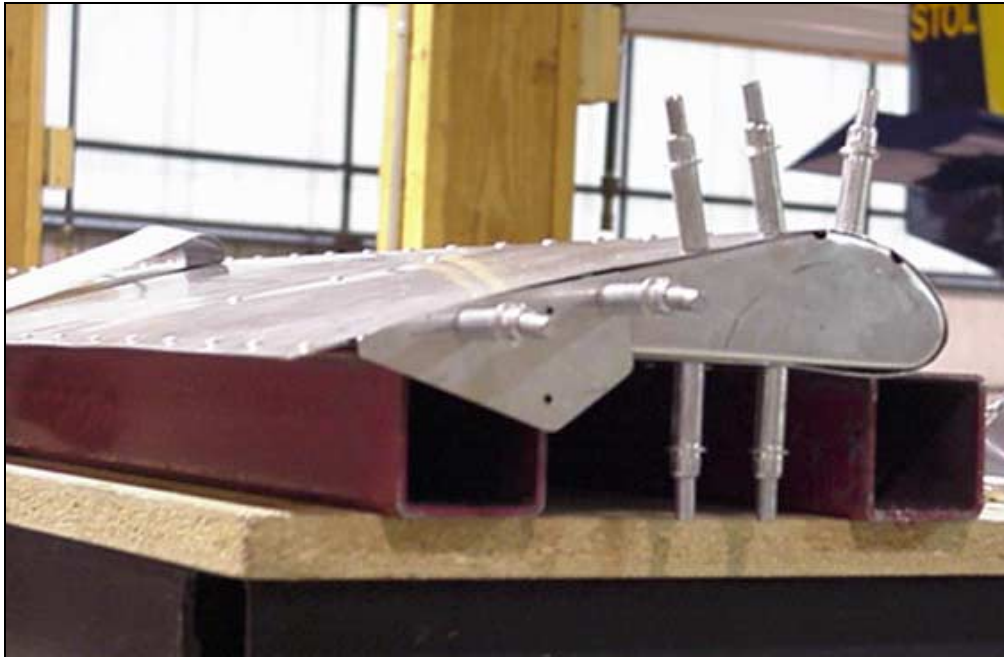


The measurement is taken at the trailing edge.



7A2-2 Rear Slice Plates

Cleco the two plates together at the 3/16" hole location. Mark a line on the top section of the inboard slice plate; it will be trimmed flush with the top of the I/B Flaperon.



Trim the Slice Plate and drill and cleco 3 A4 rivets.



7A2-2 Rear Slice Plates

Bolt the inboard flaperon to the wing and then bolt it to the Rear Slice Plates (AN3-3A).



7A2-5 Control Horn
7A1-1SP Flaperon Root Rib

After the wing is attached to the fuselage, the Control Horn and Flaperon Root Rib will be add after the inboard Flaperon section has been trimmed.



7A2-3 Nose Splice

The Nose Splice Plates will be added to the Leading edge of the Inboard Flaperon.



7A2-3 Nose Splice

Pre-drill and drill on the I/B Flaperon section.