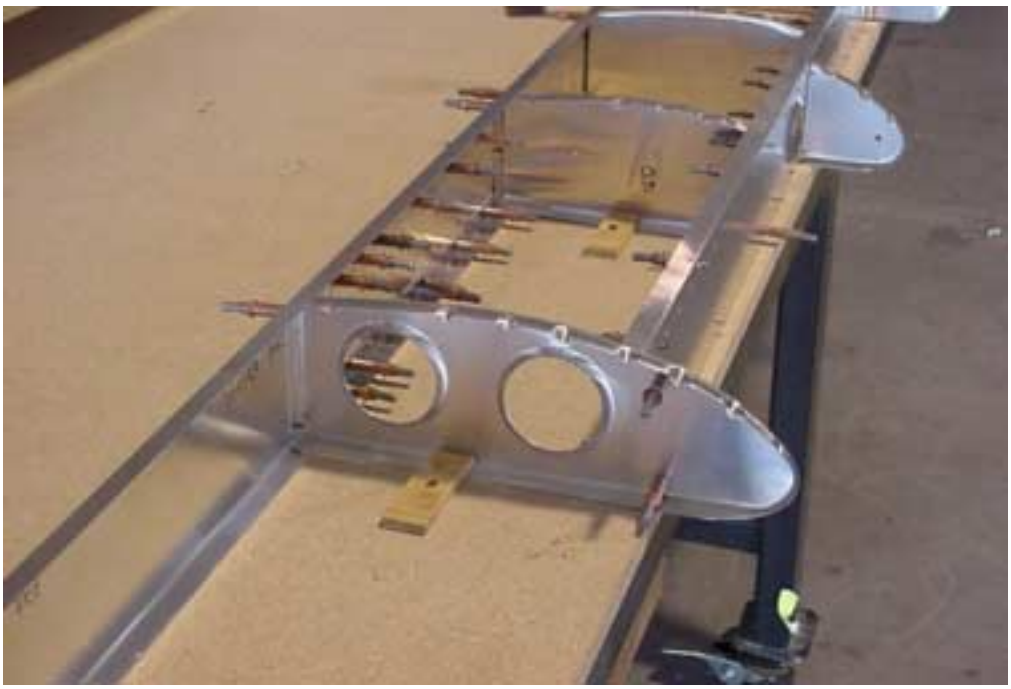
Stabilizer skeleton shown upside down on the workbench.

The nose overhangs the edge of the workbench, to install the bottom side of the stabilizer skin on the skeleton.

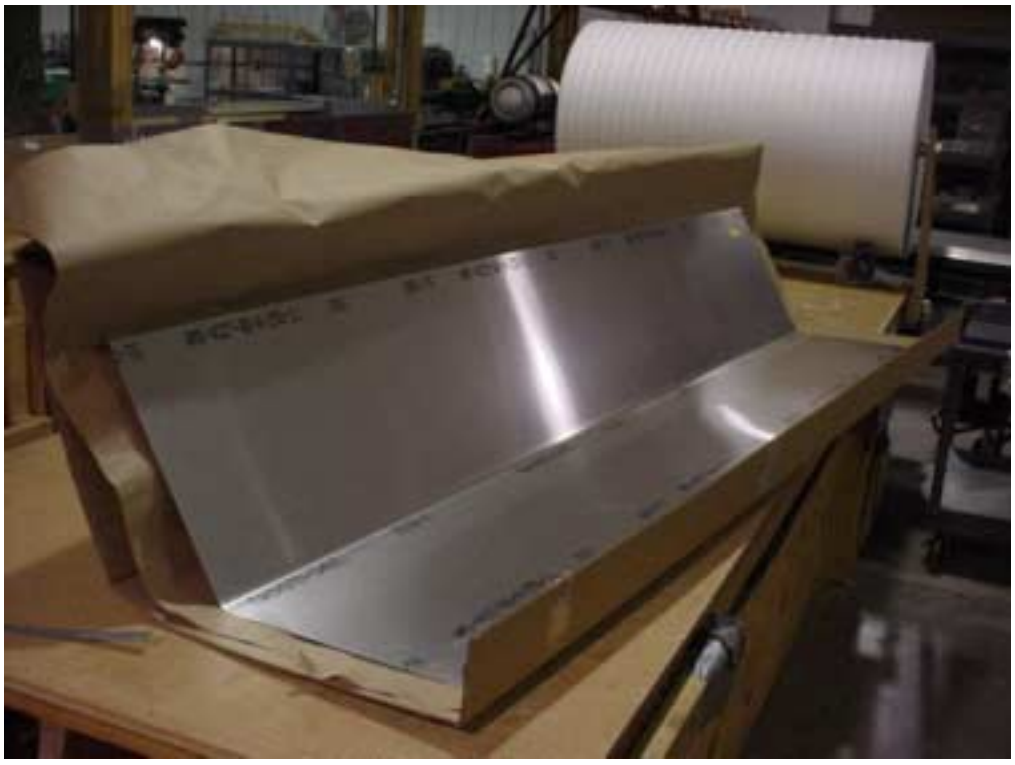


Note: Remove front brackets (7H2-6) from front spar for next step.

Secure the stabilizer to the table. Square the front spar and rear spar with the ribs. Mark centerlines on all the flanges.

Box taped shut

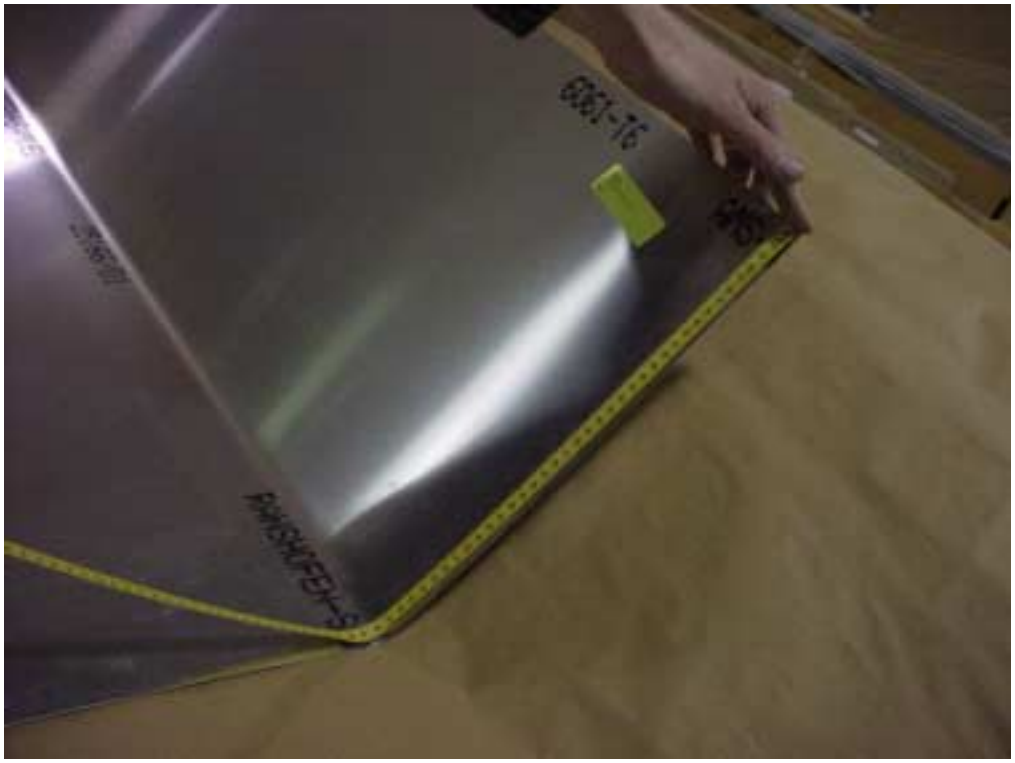
8-foot long cardboard box helps to protect the elevator and stabilizer skins.



The skin is folded inside the box

IMPORTANT: The bend is not in the middle of the skin; the bottom side is longer than the top.

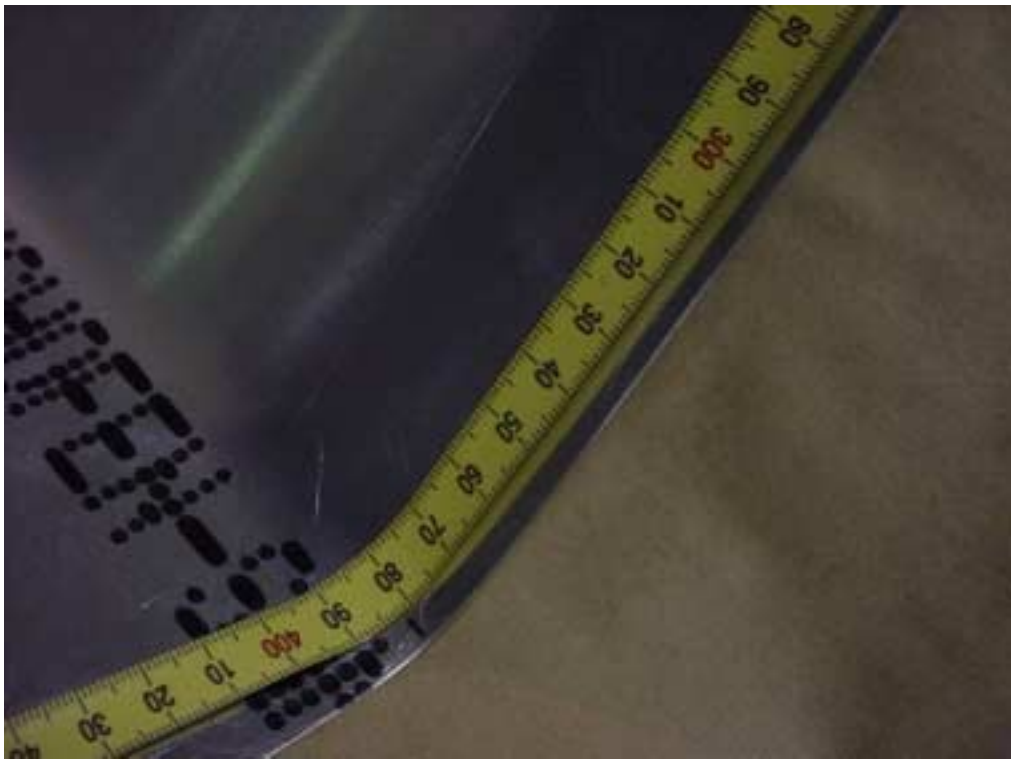
To open the box, hold the top down, cut all the tape, than slowly open the top.



Before taking the skin out of the box determine which is the top and bottom side of the skin.

IMPORTANT: Top and bottom is determined by looking at the elevator bolted on the fuselage.

Reference: Aft edge of the skin.



TOP= 381mm
BOTTOM = 399mm

The bottom side is approximately 18mm longer than the top.

Move the skin by lifting up along the edge.

7H4-1 Stabilizer Skin

Handle the skin with care. Hold the skin as demonstrated to avoid the skin from buckling in the middle.

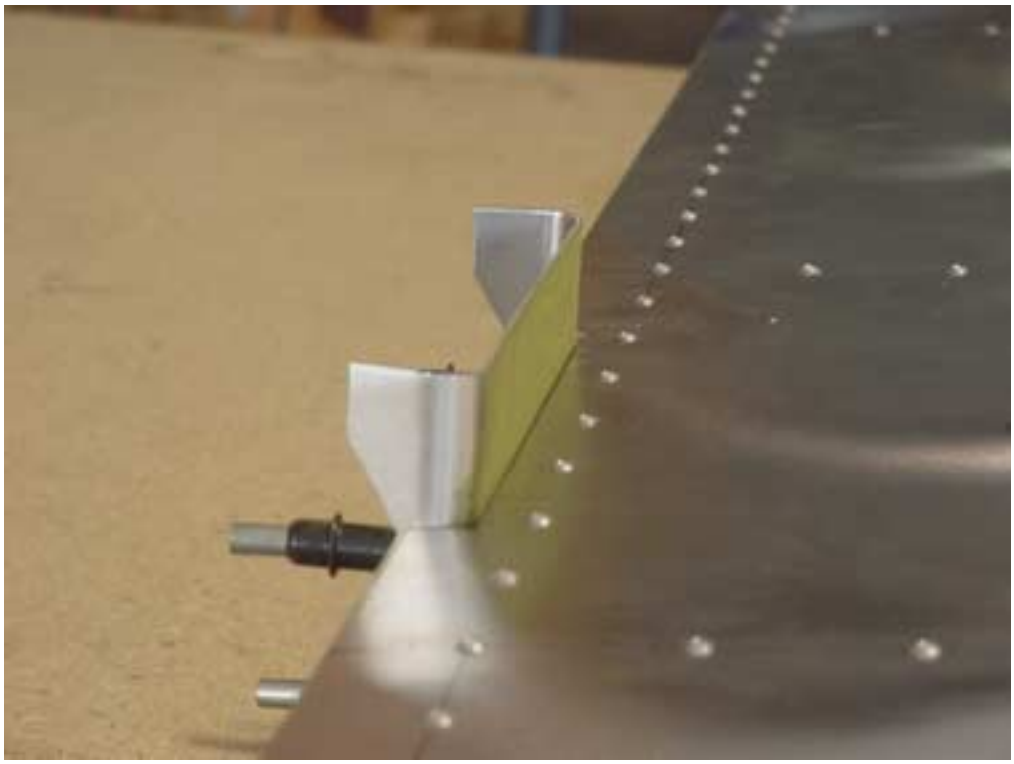
7H4-1 Stabilizer Skin

Mark the aircraft centerline on the skin. Layout the rivet line for the spars and ribs on the bottom side of the stabilizer. The skin overhangs 15mm past the aft edge of the spar (top and bottom).

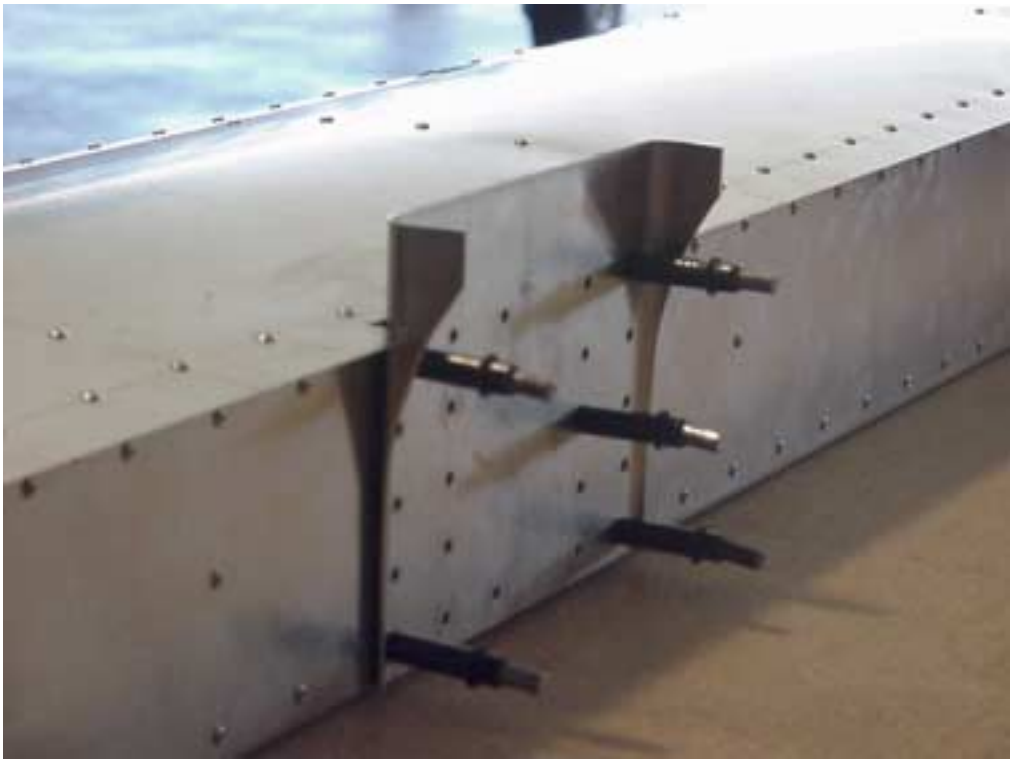
Photo of bottom side of stabilizer

Drill and cleco the skin to the skeleton. Start from the rear spar and work towards the leading edge.

Mark cutout on skin for the 7H2-7 bracket.

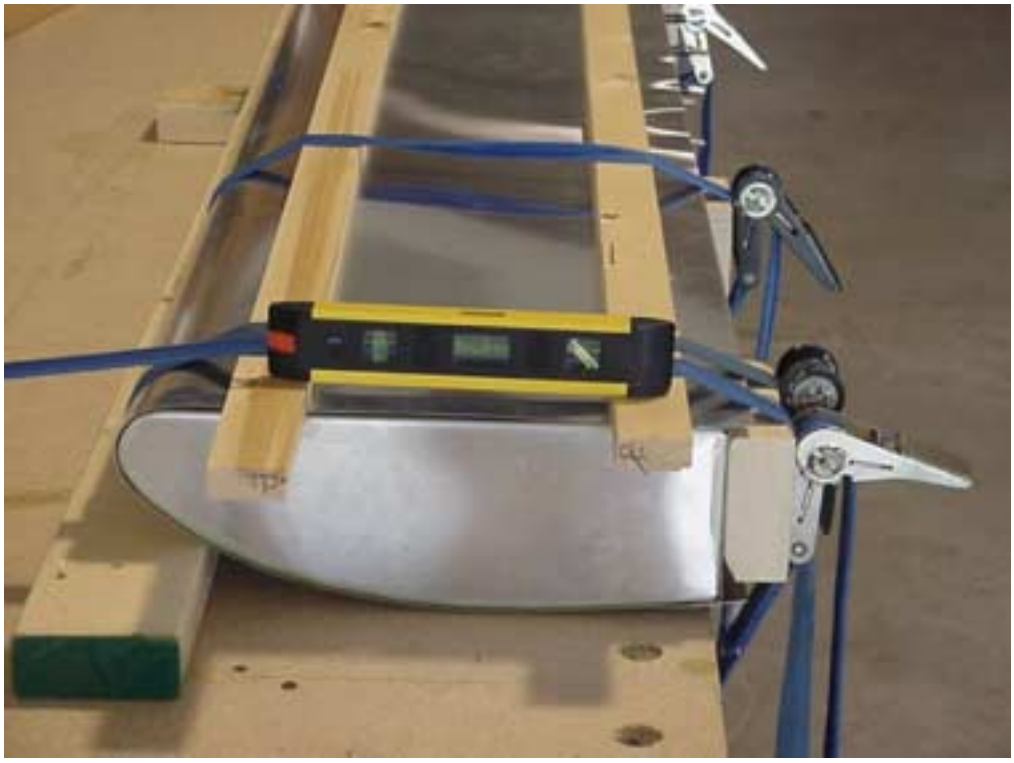


Carefully cut the skin leaving a 1/4" radius in the corners. Cleco bracket in place again. Check for adequate fit.



Debur and rivet the skin to the bottom side of the stabilizer if not already done.

Turn the assembly over. Use ratchet straps to tighten skin to ribs. CAUTION: To protect the 15mm overhang of the skin (from straps), place blocks of wood under the straps and next to the spar.

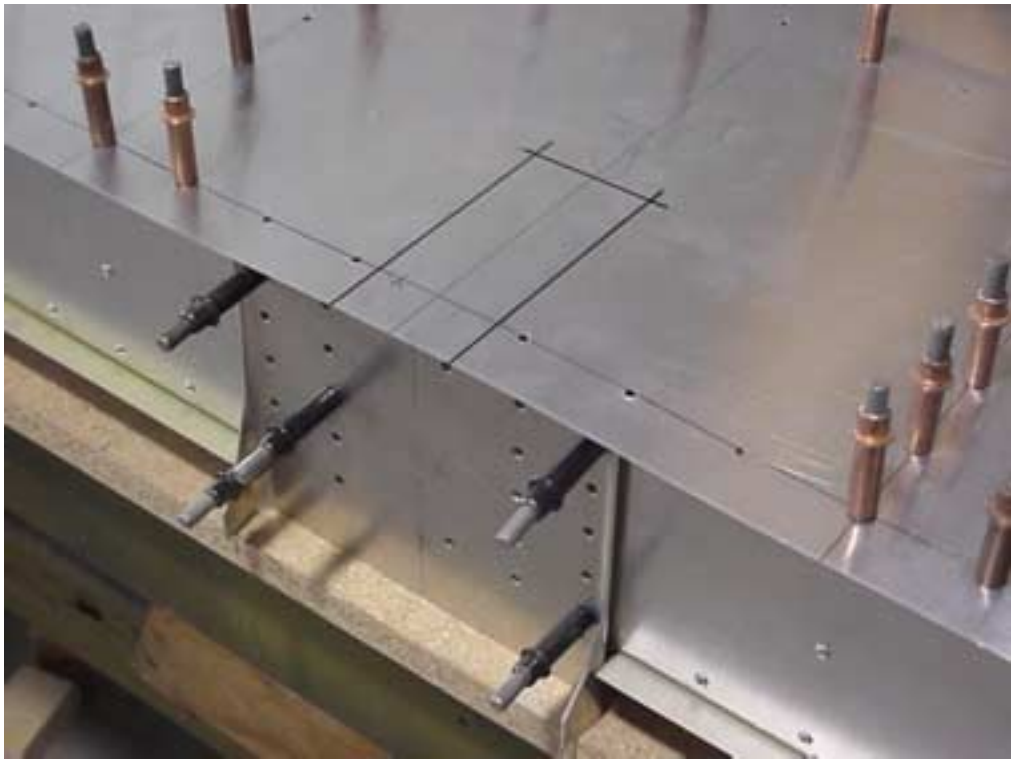


Before drilling, make sure that there is no twist in the Stabilizer by leveling the Stabilizer and by measuring with a “level” at different locations.

By starting at the leading edge, first drill, then cleco together.

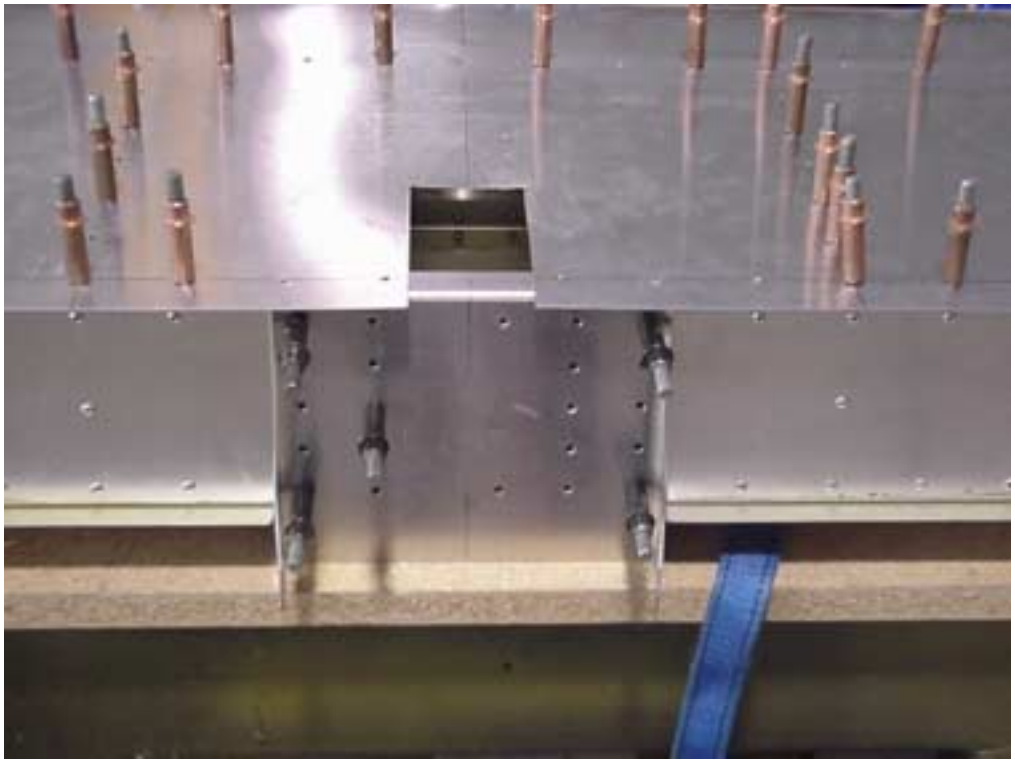
Cutouts for Front Brackets **7H2-6**

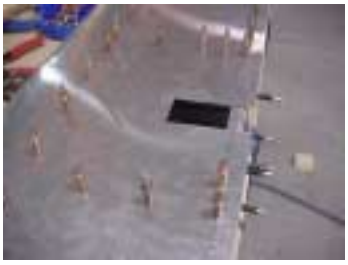
Un-cleco the skin and mark the location of the cutouts for 7H2-6. Use a #30 drill-bit or metal snips to make the cutouts.



Cutout on top side only of stabilizer skin (to make room for the upper elevator cable)

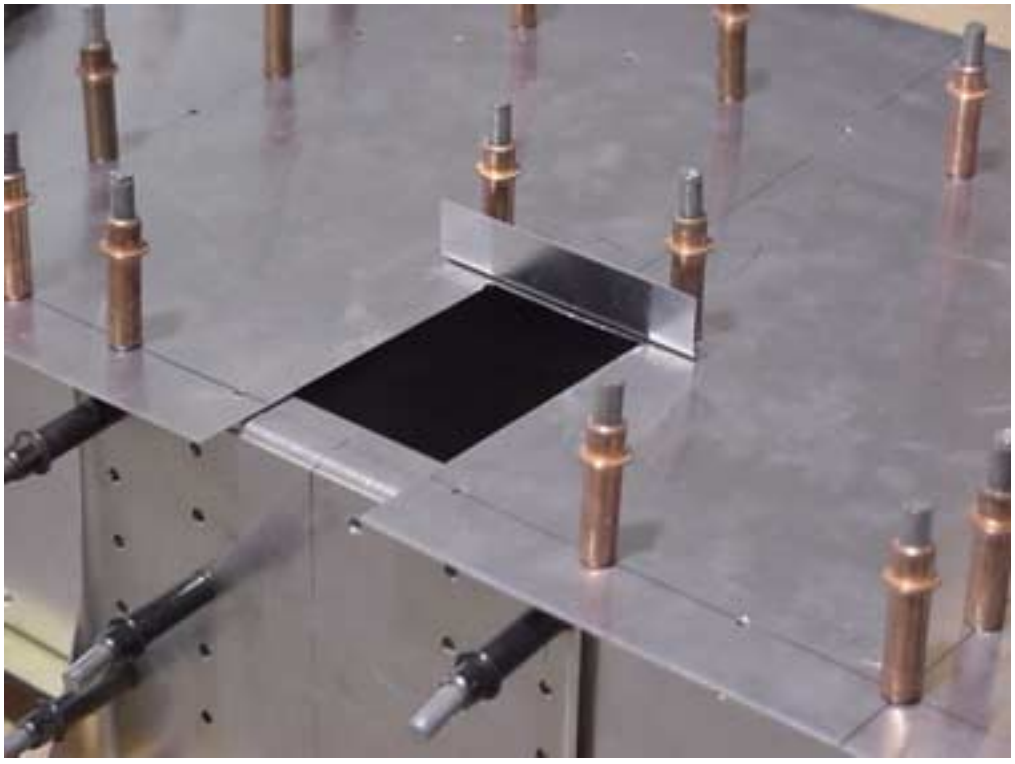
Mark the cutout on the top skin only for the upper elevator cable.





Elevator cutout on top of Stabilizer

Then cut and leave 1/4 radius in the corners.



L Angle along front of cutout.

Cut a piece of 'L' Angle 85mm long. Position, drill and cleco as illustrated.
Note: 'L' Angle held in place with three A4 rivets as per drawing 7-H-4.