



Standard L ANGLES are supplied in 4ft length.

Ref. bottom left diagram on drawing 7-V-2

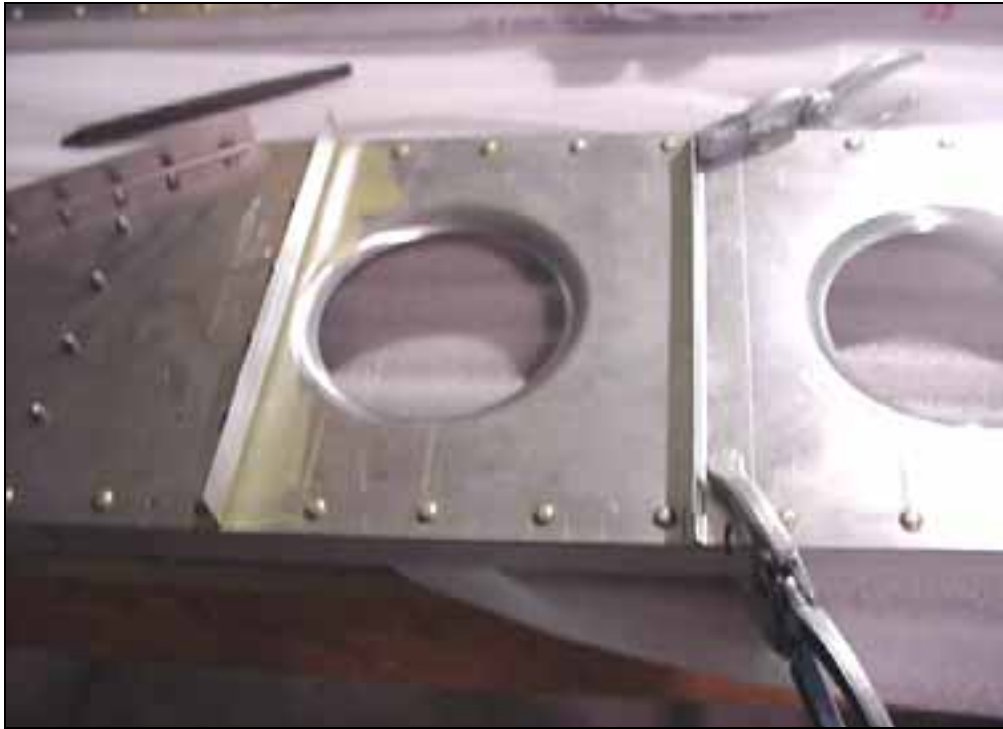
Length = 206mm. Layout the cut line on the outside flanges.
Ref. see boxed diagram on drawing 7-V-2



Cut over-sized (left);
Trim and file (above).

Three vertical 'L' angles must be riveted to each main spar.

Quantity: 6 required.



Layout the rivet line on the flange that will overlap the spar.

Ref. drawing **7-V-3** for positions.

STN = station

Clamp 'L' angle to spar so that flange rivet-line is visible from the back side through pre-drilled holes.



Rivet line visible through the pilot hole in the spar web.

Clamp the 3 'L' angles to the spar.
ORIENTATION: spar flange of the L angle points outboard.



Drill and cleco with #30 drill.



Rear side of spar.



Deburr and rivet.

RIVETING: Rivet-heads are placed on 'L' angle side through spar-caps; but on the spar-web side between the spar caps.

Repeat entire procedure on other main-wing spar.

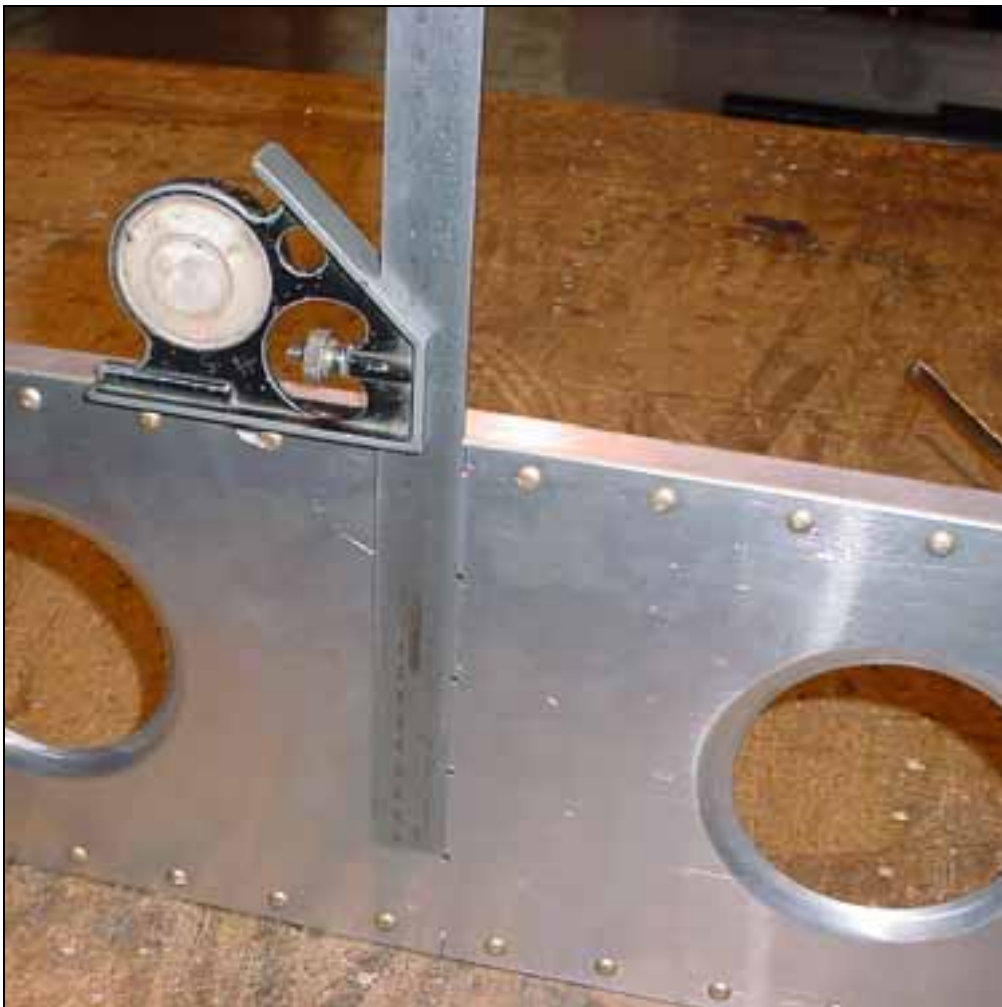


L angle.



Separate the left and right ribs (nose and rear ribs).

Assembly of the right wing skeleton.



Top and bottom: Use a square to extend the center of the pre-drilled pilot holes in the spar web to the edge of the spar.

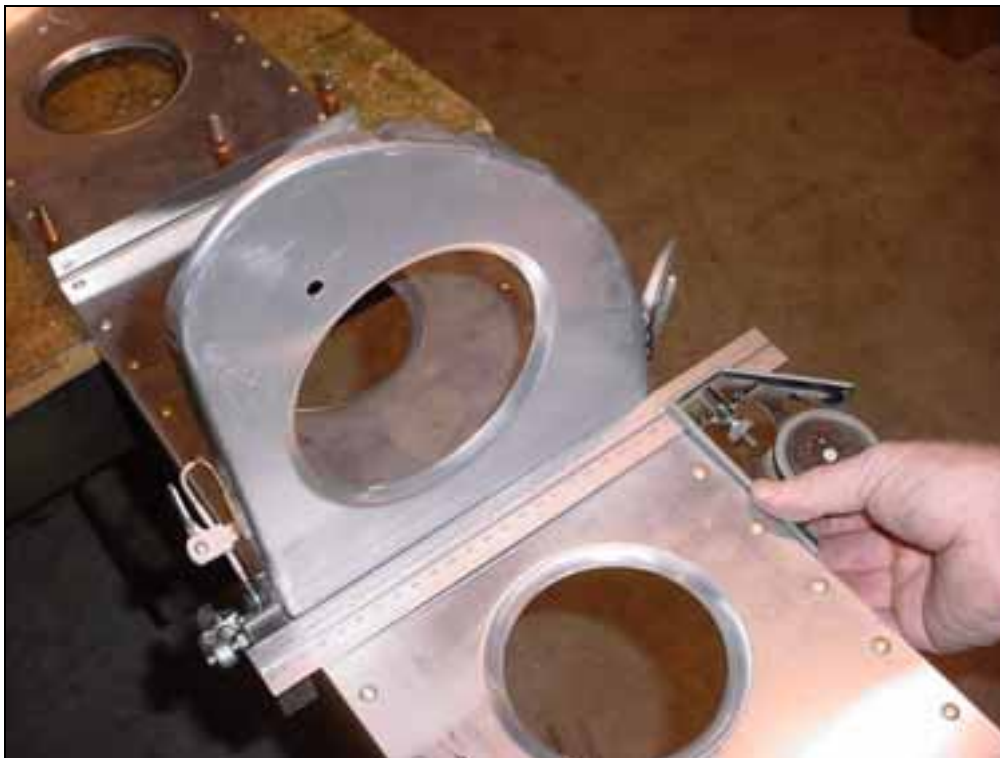
Ref. 7-V-3



Mark rivet line on the back side of the spar flange of each nose rib.
RIB ORIENTATION: All ribs are positioned with the flanges pointing towards the outboard wing tip.



Clamp a piece of extrusion or other piece of flat plate to the bottom flange of the spar (centered on the rib rivet line).



Align the rivet line marked on the rib flange with the predrilled holes in the spar. Clamp the rib to the spar. Drill and cleco.



First clamp the bottom flange of the rib to the bottom extrusion. Then clamp the rib to the spar.

CHECK: Rib is square to the top of the spar.



The top flange of the rib is flush with the top of the spar.
The end of the rib spar flange is approximately 3 to 4mm below the top and spar (the same applies on the bottom flange).

NOTE: Top and bottom holes. It is acceptable for the top and bottom holes to be 6mm from the ends of the flange.



Continued the same process for the rest of the nose ribs.



Front view: nose rib at station 280

COMMENT: The rivet in the L angle at station 300 will be set with the tank rib angle 7V11-4K. Ref bottom middle diagram on drawing 7-V-3



A small piece of extrusion material clamped to the top and bottom of the spar aligns the ribs on the spar (vertical height).

The rear rib 7V1-2K are located at station 280 or RR#1. This is to make room for the wing tank outlet. Drill and cleco the rear ribs to the spar.



7V1-2K Rear Rib
(2 lightening holes).



CHECK: The side of the rib is square to the bottom of the spar. Drill and Cleco with #30



7-V-2 Rear ribs
(3 flanged lightening holes).



Ribs at station 280

Cleco the nose and rear ribs together (common rivet line).



Right wing skeleton. Notice the location of 7V1-2K



Detail of rear rib spar flange overlapping on the main wing spar 7W2-1



7V3-3 Spar Tip

Mark a 10mm line on the spar tip; clamp the tip to the spar. Align the center with the predrilled holes on the spar. Check for proper location on 7V3 drawing.



Back drill the bottom hole. Remove the bottom clamps and check that the top of the spar is straight.



CHECK: The top of the spar tip 7V3-3 is level with the top of the main spar.



Finish drilling and cecoing the holes.



Top view.

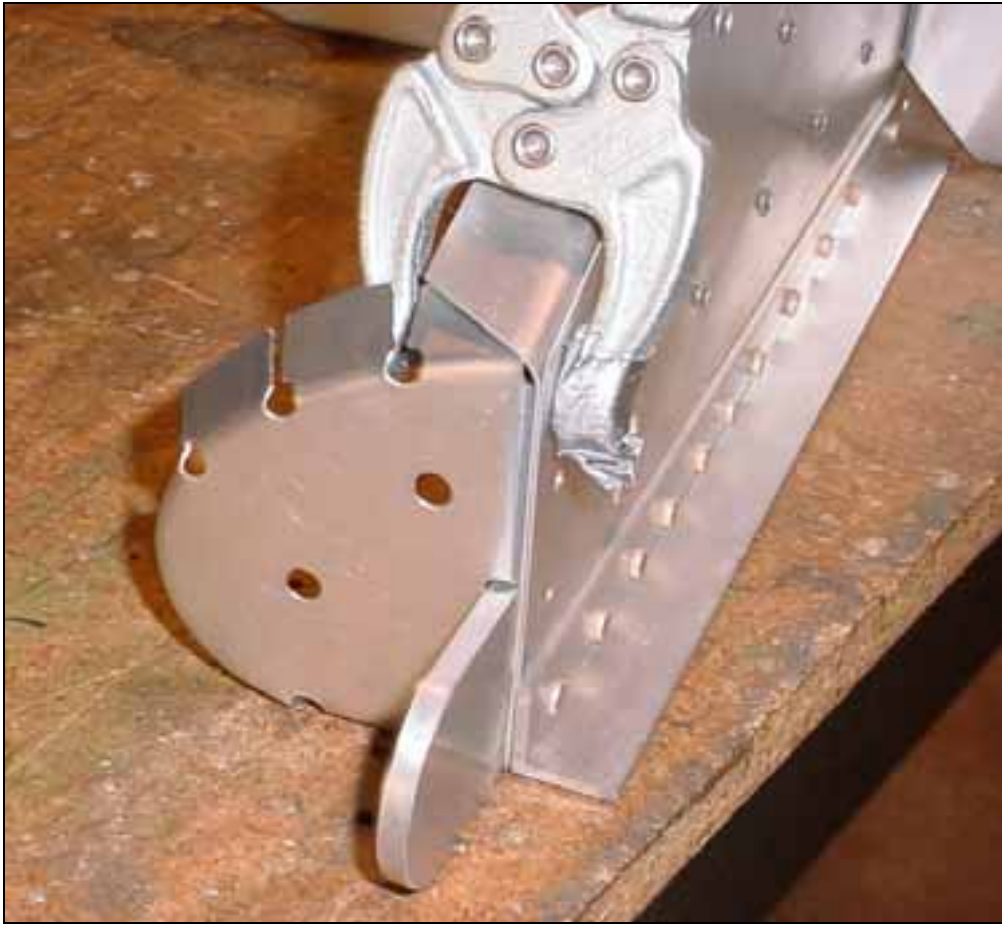
Spar tip overlaps on the front side of the spar web.

NOTE: No shim is required between the upper spar cap 7V2-2 & 7V2-3 and the spar tip.



Rear view of the spar.





7V4-1 Root Nose Rib

Position the root nose rib at station "0" drill and cleco.



Bend the inboard end of the spar root doubler 7V3-2SP to fit the top of the root nose rib 7V4-1