



I/B end of right wing, before the skins are trimmed.



Detail to show the root nose rib 7V4-1



Top view of the leading edge (nose skin) 7V7-1. The leading edge skin will be trimmed to make the connection to the root nose rib.



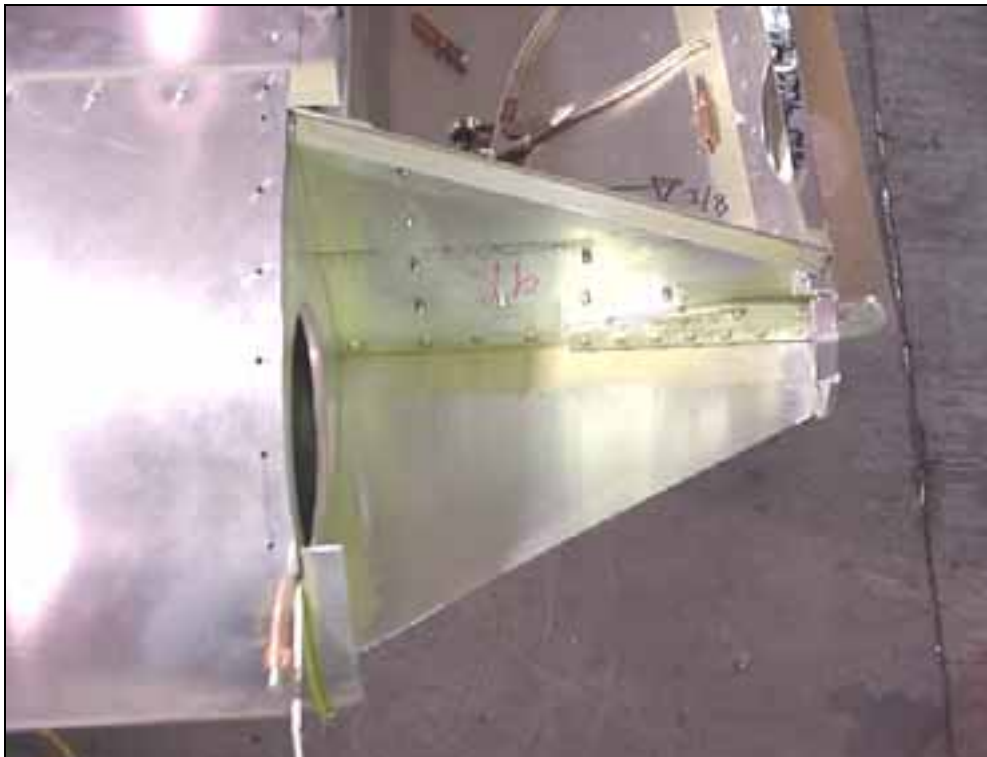
Ref. top left diagram on drawing 7-V-7
Layout the 210mm and 70mm from the aft edge of the nose skin and connect with a straight line.



Look up at the underside of the nose skin 7V7-1



Rough cut the nose skin 7V7-1 (top side inboard or nose rib #1)



Bottom: Cut along the line joining the bottom for the root rib to the nose rib. Edge of the cutout along the top is approximately 10mm from the nose rib rivet line.



Ref. 7-V-7

Layout and cut the rear skin 7V7-2.



7V9-3A Root Angle

The root angle will be placed under the rear rib and nose rib.



7V9-3A Root Angle

The root angle will have to flatten 400mm at the rear.



Slide the root angle between the top of the rear rib and the rear skin.



Let the front of the root angle overhang forward.



Mark the location of the crimps between the rivet holes through rear rib #1



7V9-3A Root Angle

The flattened end will be placed towards the trailing edge of the wing. Crimp the forward end of 7V9-3A to match the shape of the nose rib at station #1. The uncrimped edge will slide between the skin and the nose rib. Mark a centerline along the length of the uncrimped flange.

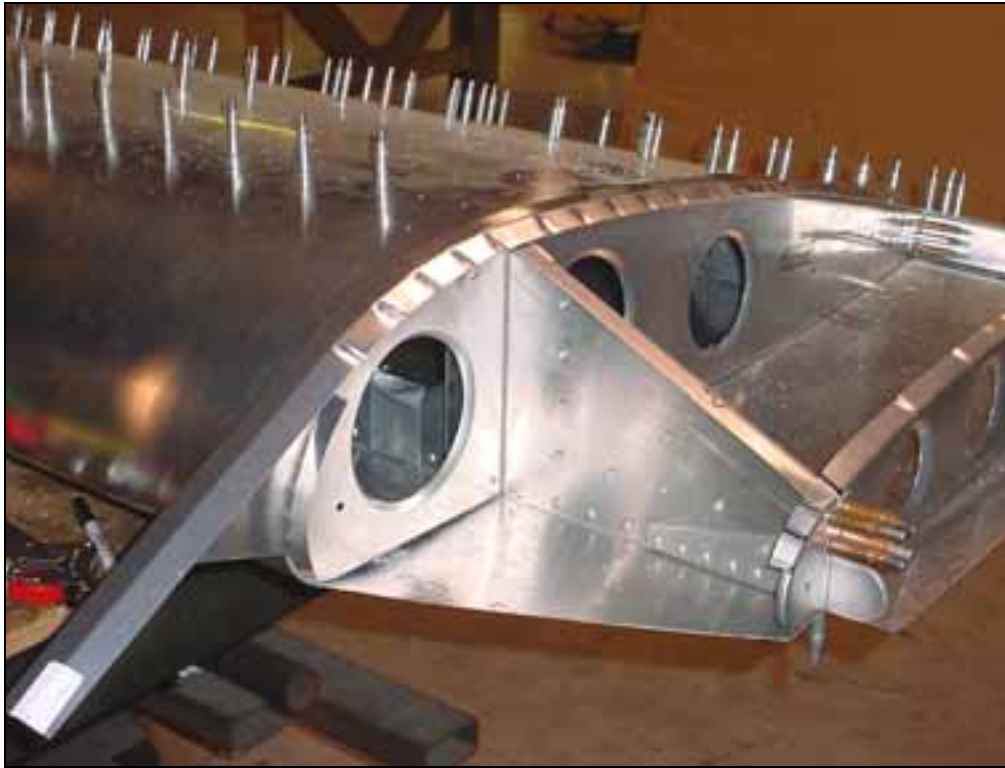


Crimp.



Add crimps forward of the spar to form the root angle to the curvature of the nose rib.

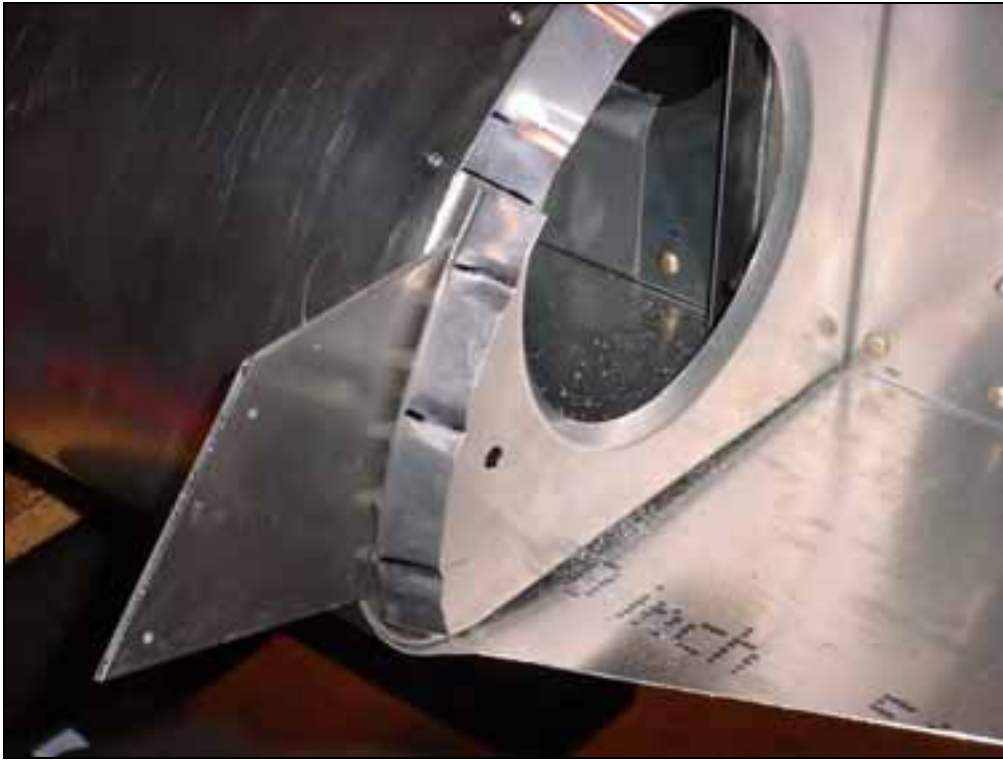




Crimped root angle.



Also crimp the bent L angle riveted to the side of the nose rib.



Cut the front portion of the root angle even with the top of the bent L angle.



Detail: front view.



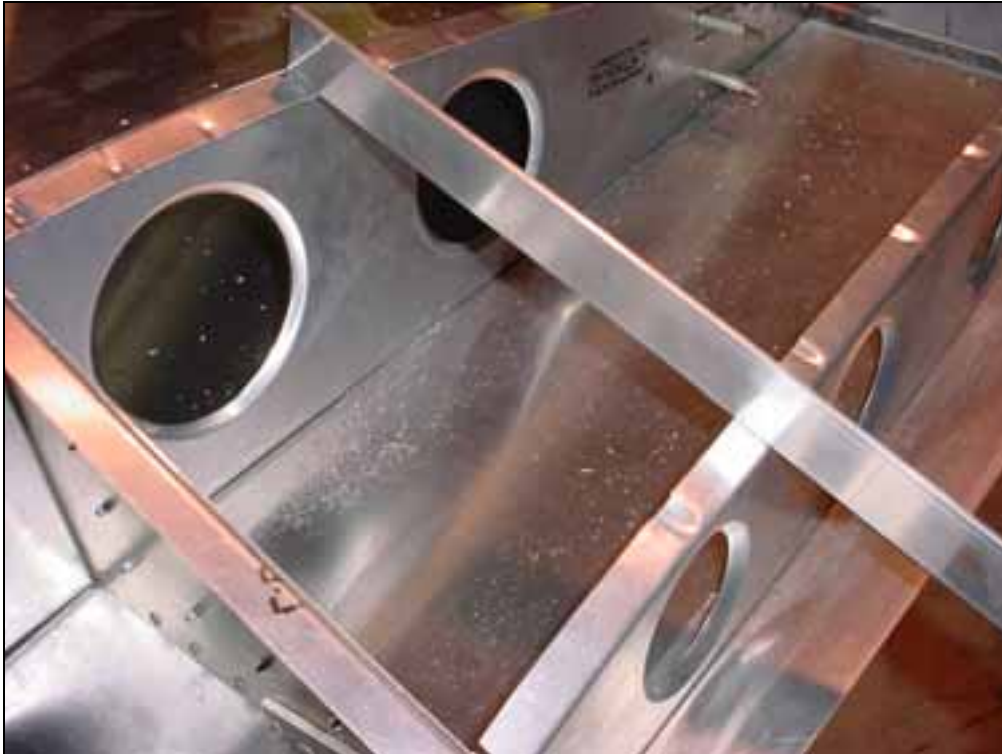
Final inspection.



Check that the root angle and the root rib are both in line with the top flange of the spar root doubler 7V3-2SP



Use a straight edge to confirm the angle of rib and strip flanges. Adjust the flanges with crimping and flanging pliers to provide a nice smooth line from the root ribs to the ribs at station #1.



Checking the slope between the nose rib and the root nose rib.

If necessary bend the rib flange or root flange by hand. Sight down the flange to check that each flange section between the crimps is in line.