

Follow same procedure with Top Skin #4 as you did with Top Skin #3.

11 Rivet these top skins, following the same procedure as in paragraph #9, excepting the use of pilot holes where they exist.

12 Trim #4 Top Skin so it will butt up to the windshield, but not lap over the glass. Drill #10 holes in #4 Top Skin where windshield trim screws go in existing nut plates strip (or Wood Strip).

13 If necessary bend tabs holding Top Longerons left & right to maintain proper edge distance on the skins installed. (NOTE: Make certain that Skins #2 & Top #3 are pulled down snugly with the webbing or rope, so that skins will not have any sharp bends or are too loose. Drill through pilot holes and longerons every few inches and cleco in place.

14 Place #1 Bottom Skins together and cleco, same procedure as followed for the #2 Top Skins. Place clecoed section in center off former or chalk line. Place the forward edge of these skins even with the forward edge of former 100.00. (NOTE: TRIM OUT FOR THE TAIL WHEEL SPRING SO THAT SKINS WILL FIT TIGHT AGAINST FORMERS.) Place webbing or rope over station 100.00 and station 152.00 and station 177.00 and around entire ship, and tighten each web or rope evenly so as not to cam or dent skin sections.

15 Place center of skins over center of formers and cleco in place. Now follow the same riveting and aligning procedure as you did on the top skin sections.

16 Take out all of the clecos in the longerons and place the #2 Side Panels right and left, under the top skins and over the bottom skins, aligning the forward edge of the #2 side skin sections with the rear door post, and back drill through the skins and longe and rivet in place.

17 Trim out top skin #3 and side skins #2 for rear windows, and rivet skins to window frame.

18 After all skins are in place and riveted, place side skins #1, right & left, in place and rivet, trimming as necessary at the vertical fin spar (or rudder fin attach spar), and rivet to spar.

19 Place #1 Top skins right and left, and proceed as in paragraph #18, (except drill out where existing clips are on formers for the old inspection plates, which are to be re-installed.

20 If necessary trim out the top skins at vertical stabilizer, so you will have enough room to rivet the vertical glass section to the stabilizer.

21 Place Glass Section (Vertical Stabilizer fairing) in place, holding it snugly in position, and drill with a #40 drill where it fits snugly in a straight line, and cleco as you drill. Then remove glass section, and trim excess material off with a hack saw, and replace and rivet.