

- E. Remove Bottom Skins
- F. Trim Leading Edge in Slot Area to maintain same gap as in inboard leading edge.
- G. Note: If flush riveting do not use shims in rib grooves, as mentioned in (#2--B) Remove P K Screws in leading edge, and save for reuse. Flush rivet leading edge to nose ribs, maintaining approximately 1.50" hole centers.
- H. Note: If flush riveting dimple all skins and structure, and countersink any structure too heavy to dimple.
- I. Chromate entire structure.

4. RIVETING TOP SKINS

- A. Use AN 470 AD 3-3, 3-4, and 3-5 Rivets or equivalent, furnished with kit, or flush Rivets when so ordered, AN 426 AD 3-3, 3-4, 3-5 or equivalent, furnished with kit.
- B. Turn wings over, continuing to maintain 2 1/2 degree Warp, as when fitting top skins.
- C. Rivet skins in place using same procedure as when drilling, completely clece skins in place before riveting, and only remove enough cleces at one time progressively, to allow room for bucking rivets.
- D. After the left and right wings tops are riveted in place, wings must be inspected by CAA or Designee before riveting bottom skins in place.

E.

5. RIVETING BOTTOM SKINS

- A. Turn wings over, continuing to maintain the 2 1/2 Degree Warp.
- B. Place Bottom #4 Skin, right or left in position and clece. Right Wing beginning at the tip end, and the left wing beginning at the tank bay area.
- C. Rivet leading edge, and outboard rib, and then the trailing edge, except area where Cherry Rivets are to be used.
- D. Remove Cleces from inboard edge of #4 Skin, and place #3 Bottom skin in position, and clece, again removing cleces from inboard edge, so that other unriveted area can be reached. Re-Clece progressively.
- E. Place #2 Skin section under inboard edge of #3 Skin and follow same procedure for #2 and #1 Bottom Skins.

6. GENERAL NOTES

- A. Before closing out any area CAA inspection must be obtained.
- B. Locate cover plates as shown on drawing #R-1007, use #42 Drill, and drill through pilot holes in cover plates. Fasten cover plates in place with salvaged P. K. Screws.
- C. Re-use old inspection cover plates, and place over inspection holes in skin sections. If desired P. K. Screws may be used to hold these inspection cover plates in place, in addition to the existing spring clips on the old cover plates.
- D. Locate holes in Bottom #1 left and right skins, to match gasoline tank drains.
- E. For countersinking structures too heavy to dimple, use a 100 degree countersink, and countersink to a depth of .036". For dimpling skins use a 100 degree dimple set, having a large area male set, and small area female set.
- F. When pilot holes are interrupted add additional holes to maintain uniform spacing.
- G. Use Slip on type Tinnerman Nuts and PK Screws furnished with kit to fasten inspection door #6-LHB.
- H. NOTE--IMPORTANT ---
Use Caution and care in dimpling ribs for flush riveting if filler strips for ribs, that are furnished with the kit are not used.
DO NOT DIMPLE THE RIBS TOO DEEP, AS THIS WOULD CAUSE RIVETS TO BE RECESSED WHEN SKINS ARE RIVETED IN PLACE.