Aileron prep work - 22/09/2012 - 10h

Category: 2.6. Ailerons
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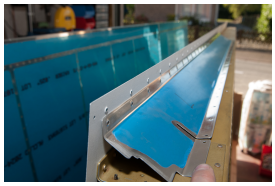
The aileron work starts by making the stiffeners. There's many of them so it will take a bit of time to make them. I had cut up the stock before and started sawing and grinding them down and in this session I made sure they all were completed to a nice silky finish.

Here, Fred is at work with the vixen file to flatten out the raw band saw marks before taking her to the bench grinder.

I also finished a small remaining task on the aileron fairing which was dimpling the fairing and the skin.



Then assembled all the aileron parts toghether.

Made the reinforcement plates for the ends of the aileron spars . You get these more or less pre-cut by Vans so no need for sawing or cutting.

The plates are 2.75 by 2.5 inch. After the grinding down of the sides and corners, the size matches perfectly.

I had to use the sanding disc on the plates because there were some bad punch marks in them from the factory. Found out after I removed the vynil and a bit of sanding made it much better but they are still visible.

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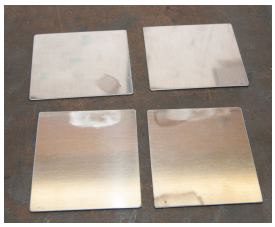
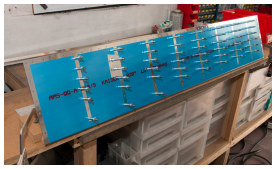
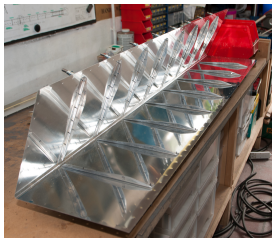
I go with the general rule that if you move your nail over, it shouldn't get stuck and slide nicely over which it does in this case.



After all the stiffeners were deburred and sanded, I matchdrilled them to the skin.
Best way to do is as in the picture below. Cleco all, and leave one row open, matchdrill the whole row and then move all cleco's one position up.

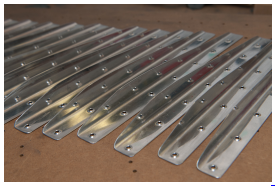


Inside view with stiffener orientation.



There are a zillion of stiffeners, layed them out all here

Deburred skin and stiffener holes and dimpled all the stiffeners



Then used the C-frame to dimple the skin. For the most inner hols to the bend, I used the 3/32" pop dimpler because you have to stretch the skin to much using the c-frame.

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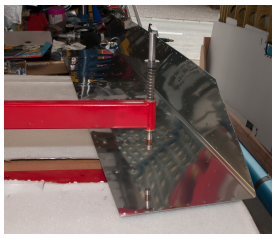
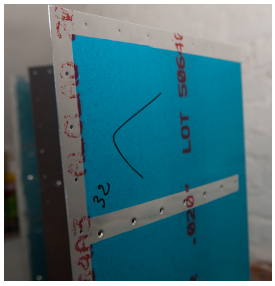


Skin dimpled, everybody happy after a productive day.



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