03/01/208 - Seat floor rivetting and flap motor - 9H

Category: 3.10. Baggage and seats area
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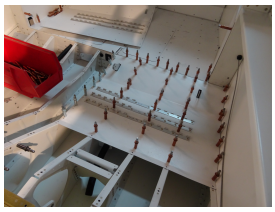
Hits: 1160

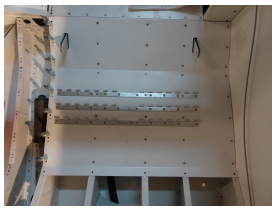
After the baggage floors, it's time to permanently rivet the aft seat floors. Here again, I was asking myself if it wasn't too early to close this up.
The com antenna will go underneath this section but I saw on many builder sites that it's recommended to keep it as high as possible from the ground so I'm planning to place the com antenna just aft of the F704 bulkhead.
So plenty of room to install that and no show stopper for rivetting the aft floors on.

Started by a final inspection of all rivets underneath and double checking nothing was forgotten en then clecoed it all together.



Used the pneumatic rivetter from harbor freight again and made this shot underneath so you can see how a pulled pop rivet looks like on the bottom side.

All LP4-3's set. Nice look with those seatbelt anchors sticking out.



Here's the passenger side before clecoeing the floor on.

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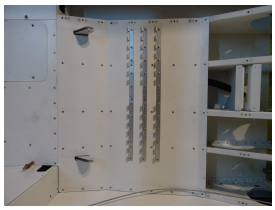
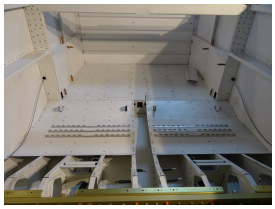
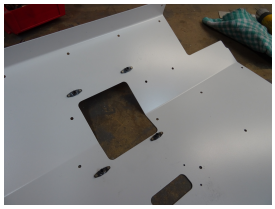
And after rivetting.



Finally I set also all the solid rivets on the middle tunnel section.



Moving forward. Some more nutplates for the booth stick ring in the front seats pans.



Then started rivetting parts on the flap motor housing. First the brackets to the A channel.

Easy job with the squeezer.

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Then continued on the bottom angle, attach angle and my doubler with the nutplates on the aft side. (aft from the part).

Flap motor housing and front seat pans added. Starting to look pretty good.

Then started working on the flap motor installation itself. First I rivetted the F-766C plate to the F-766A channel.

Then installed the flap motor with the AN4 bolt, spacers and some washers as indicated on the plans. The manual says to run the flap motor half way, but it's actually much easier to extend it fully out to get the lower AN4 bolt in the welded clevis. Then pull it back half

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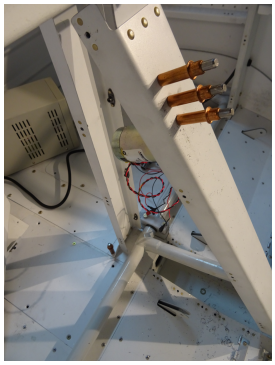
way. Next step is to add the F-766B angle. Position and clamp it and then drill the holes through the front side of the F-766A channel where the holes are pre-drilled.

I drew also a centerline over those holes to have a better idea where I would end up on the angle.

Matchdrill and cleco as you go.



I was a little too enthusiastic and found that my angle was not perfectly perpendicular to the F-766A channel. It's only of by a couple of degrees and it doesn't interfere with the normal behaviour of the motor.

It moves slightly forward towards the end of the extention and back in when pulling up. The movement is nice and without tension what so ever

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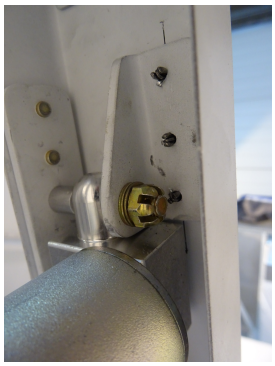
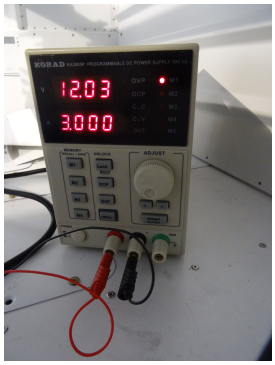
so decided not to remake another angle.



Then it's time to test again :) I bought myself a nice variable voltage/amperage power supply. It varies from 3V to 30V and 1 tot 5 Amps configurable.
There is a small variation on the reading of my electrical charge reader. 12.03 on the display gives me exactly 12V on the readout of my meter so that's why you see 12.03

Inverting the poles (black on red and red on black makes the engine rotate in the other direction). My knowledge of electrical systems is poor. Not to say, none existing so it's always scary for me to just flip poles.